INITIAL STUDY

Evergreen Branch Library

City of San José

November 2003

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement

STEPHEN M. HAASE, AICP, DIRECTOR

PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSÉ, CALIFORNIA

Project File Number, Description, and Location

H03-056, Site Development Permit and subsequent permits to allow the demolition of an existing 7,448 square foot library and construction of a new 20,000 square foot public library on the north side of Aborn Road approximately 100 feet easterly of Renfield Way (2635 Aborn Road) on a 2.5 gross acre site. (City of San Jose, Owner/Developer). Council District: 8

California State Law requires the City of San José to conduct environmental review for all pending projects that require a public hearing. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. The Director of Planning, Building & Code Enforcement would require the preparation of an Environmental Impact Report if the review concluded that the proposed project could have a significant unavoidable effect on the environment. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present. The project location **does not** contain a listed toxic site.

Based on an initial study, the Director has concluded that the project described above will not have a significant effect on the environment. We have sent this notice to all owners and occupants of property within 500 feet of the proposed project to inform them of the Director's intent to adopt a Mitigated Negative Declaration for the proposed project on **December 15, 2003**, and to provide an opportunity for public comments on the draft Mitigated Negative Declaration. The public review period for this draft Mitigated Negative Declaration begins on **November 14, 2003** and ends on **December 15, 2003.**

A public hearing on the project described above is tentatively scheduled for **December 17, 2003** at **10:00 a.m.** in the City of San Jose Council Chambers, 801 N. First Street, San Jose, CA 95110. The draft Mitigated Negative Declaration, initial study, and reference documents are available for review under the above file number from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, City Hall, 801 N. First Street, Room 400, San Jose, CA 95110. The documents are also available at the Dr. Martin Luther King, Jr. Main Library, 150 E. San Fernando St, San José, CA 95112, and the Evergreen Branch Library, 2635 Aborn Road, San José, CA 95148 San Jose, and online at www.ci.san-jose.ca.us/planning/sjplan/eir/mnd2003.htm Adoption of a Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately as required by City Ordinance. For additional information, please call **John W. Baty** at (408) 277-4576 or e-mail at john.baty@sanjoseca.gov.

Stephen M. Haase, AICP
Director, Planning, Building and Code Enforcement

Circulated on: November 13, 2003 Ron Eddow
Deputy

MNDPN/SBA/2/11/03

DRAFT
MITIGATED NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: Evergreen Branch Library

PROJECT FILE NUMBER: H03-056

PROJECT DESCRIPTION: Site Development Permit and subsequent permits to allow the demolition of an existing 7,448 square foot library and construction of a new 20,000 square foot public library.

PROJECT LOCATION & ASSESSORS PARCEL NO.: North side of Aborn Road, approximately 100 feet easterly of Renfield Way (2635 Aborn Road, San Jose, CA 95148); APN: 673-14-028

COUNCIL DISTRICT: 8

NAME OF APPLICANT: City of San Jose

MAILING ADDRESS AND PHONE NO. OF APPLICANT CONTACT PERSON: 84 West Santa Clara Street, Suite 460, San Jose, CA 95113. Steven Blum, Department of Public Works, Branch Library Development Team, (408) 277-4777.

FINDING

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

1. **Air Quality.** The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices will be implemented during all phases of construction on the project site:

A. Use dust-proof chutes for loading construction debris onto trucks.

B. Water to control dust generation during demolition of structures and break-up of pavement.

C. Cover all trucks hauling demolition debris from the site.

D. Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

E. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.

F. Sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction site.

G. Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.

H. Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

I. Install gravelbags or other erosion control measures to prevent silt runoff to public roadways.

J. Replant vegetation in disturbed areas as quickly as possible.

2. **Biological Resources (Tree Removal).** Ordinance size trees, 56-inch in circumference or 18-inch in diameter, to be removed as part of the project will be replaced with 24-inch box native species at a ratio of four to one (4 replacement:1 removed). Non ordinance-sized trees 12-inch in diameter or greater will be replaced at a ratio of two to one with 24-inch box native species and trees less than 12-inch in diameter will be replaced at a ratio of one to one with 15 gallon native species.

3. **Biological Resources (Tree Protection).**

A. Pre-Construction Treatments

i. The construction superintendent shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.

ii. Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.

iii. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.

B. During Construction

i. No grading, construction, demolition or other work shall occur within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the Consulting Arborist.

ii. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.

iii. Supplemental irrigation shall be applied as determined by the Consulting Arborist.

iv. If injury should occur to any tree during construction, it shall be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

v. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE.

vi. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

vii. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees shall be designed to withstand differential displacement.

4. **Biological Resources (Nesting Raptors).** If possible, construction should be scheduled between October and December (inclusive) to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist to identify active raptor nests that may be disturbed during project implementation. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist, shall, in consultation with the State of California, Department of Fish & Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest. The applicant shall submit a report indicating the result of the survey and any designated buffer zones to the satisfaction of the Planning Department prior to the issuance of any grading or building permit.

5. **Cultural Resources.** The project includes the following measures for development activities that involve excavation or disturbance of the existing ground surface to avoid or reduce potential impacts to cultural resources.

A. A qualified archaeologist shall be retained to inspect the library grounds for evidence of cultural resources after demolition of the existing building and removal of the existing parking lot.

B. If any archaeological materials or evidence indicating the likely presence of cultural resources are found at that time an archaeological monitor shall be retained on-site during all subsurface excavation activities. If no indication of cultural resources is

found during the initial inspection, then no additional monitoring will be necessary. In either case, standard conditions for excavation activities will be applied to the project as described below.

i. In the event any significant cultural materials are encountered, all construction within a radius of 50 feet of the find will be halted, the Director of Planning, Building and Code Enforcement and the Department of Public Works will be notified, and a qualified archaeologist will examine the find and make appropriate recommendations regarding the significance of the find and the appropriate mitigation. Recommendations could include collection, recordation, and analysis of any significant cultural materials.

ii. In the event that human remains and/or cultural materials are found, all project related construction shall cease within a 50-foot radius of the field in order to proceed with the testing and mitigation measures required. Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California:

a. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

b. A final report shall be submitted to the Director of Planning and the Director of Public Works. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing program, a list of the resources found, a summary of the resources analysis methodology and conclusion, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the Director of Planning.

6. **Geology and Soils.** A design-level geotechnical investigation for the proposed library building will be completed to address any potential for geologic hazards on the site. The geotechnical investigation for the building will be completed and submitted to the City Geologist prior to construction. Seismic shaking hazards will be mitigated by implementation of construction practices in accordance with Seismic Zone 4 building criteria as described in the Uniform Building Code to avoid or minimize potential damage from seismic shaking on the site.

7. **Hazards and Hazardous Materials.** Conformance with the following regulatory programs will reduce health risks associated with asbestos, lead-based paint, fluorescent lights and transformer oil to a less than significant impact:

   A. Asbestos surveys will be conducted for buildings constructed prior to 1980 as required under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. In addition, NESHAP guidelines require that all potentially friable asbestos containing material be removed prior to building demolition or renovation that may disturb the materials.

   B. As appropriate, a lead survey of painted surfaces and soil around buildings built prior to 1978 will be performed prior to demolition. Requirements in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

   C. The Department of Toxic Substances Control (DTSC) considers waste from PCB containing fluorescent lights to be "Universal Wastes". Universal Wastes are lower risk hazardous wastes that require proper disposal and handling. These materials will be disposed at an appropriate recycling facility.

   D. Before removal of the transformer, the oil shall be tested for PCBs. Any waste will be disposed at an appropriate recycling facility.

8. **Water Quality.** The following mitigation measures, included as part of the project, will reduce water quality impacts to a less than significant level:

   A. The project will comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José zoning ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific measures will be implemented to prevent storm water pollution and minimize potential sedimentation during construction.

      i. restricting grading to the dry season or meet other City requirements;

      ii. use silt fencing to retain sediment on the project site;

      iii. providing temporary cover of disturbed surfaces to help control erosion during construction;

      iv. provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

   B. The project will include post-construction structural controls where feasible, and Best Management Practices (BMPs) for reducing the volume of storm water runoff and the contamination in storm water runoff as permanent features of the project to the maximum extent practicable, in accordance with the City of San José's requirements, and other local, state, and federal requirement.

   C. The project will comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José zoning ordinance requirement for keeping adjacent streets free of dirt and mud during construction. The

following specific measures will be implemented to prevent storm water pollution and minimize potential sedimentation during construction.

i. restrict grading to the dry season or meet City requirements for grading during the rainy season;

ii. using Best Management Practices to retain sediment on the project site;

iii. burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains;

iv. providing temporary cover of disturbed surfaces to help control erosion during construction;

v. provide permanent cover to stabilize the disturbed surfaces after construction has been completed;

vi. the project will comply with the City of San José's NPDES Permit requirements, the City's ordinances and policies related to storm water management, the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity, and other applicable local, state, and federal requirements.

9. **Noise (Impacts to the Project).** The project will incorporate noise control measures in the design of the library building. A complete forced air and air conditioning system will be included so that windows may be kept closed to control traffic noise intrusion. Operable windows and doors should be minimized facing Aborn Road. An acoustical consultant will participate in the design of the library building and a detailed analysis during the project design phase will be conducted so that the building's design incorporates treatments necessary to minimize noise intrusion in noise sensitive areas.

10. **Noise (Impacts from the Project).** The fence behind the residences to the west shall be repaired to seal all cracks or gaps in the fence or at the base, if this is not feasible then the fence shall be rebuilt to a solid 6-1/2 to 7-foot high wood fence, such that there are no cracks or gaps in the fence or at the base. If rooftop-mounted mechanical equipment is used, it shall be shielded from the adjacent residential development utilizing rooftop screens or perimeter parapet wall and noise control baffles, sound attenuators, or enclosures in order to reduce noise levels.

11. **Noise (Short-term Construction Impacts).** The project includes the following mitigation measures, to reduce the potential noise disturbance to adjacent land uses to a less than significant level:

A. Limit construction to hours of 7:00 AM to 7:00 PM on Monday through Friday, with no noise generating construction activities on Saturdays, Sundays or holidays. Construction activities with low noise levels could occur on Saturdays, Sundays or holidays with approval from the Director of Public Works.

B. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.

C. Unnecessary idling of internal combustion engines should be strictly prohibited.

D. Utilize "quiet" air compressors and other stationary noise sources where technology exists.

E. Control noise from construction workers' radios to the point where they are not audible at existing residences bordering the project site.

F. Notify adjacent residents to the project site of the construction schedule.

G. Designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City should be responsible for designating a noise disturbance coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices).

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **December 15, 2003**, any person may:

(1) Review the Draft Mitigated Negative Declaration (MND) as an informational document only; or

(2) Submit written comments regarding the information, analysis, and mitigation measures in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND; or

(3) File a formal written protest of the determination that the project would not have a significant effect on the environment. This formal protest must be filed in the Department of Planning, Building and Code Enforcement, 801 North First Street, San Jose, Room 400 and include a $100 filing fee. The written protest should make a "fair argument" based on substantial evidence that the project will have one or more significant effects on the environment. If a valid written protest is filed with the Director of Planning, Building & Code Enforcement within the noticed public review period, the Director may (1) adopt the Mitigated Negative Declaration and set a noticed public hearing on the protest before the Planning Commission, (2) require the project applicant to prepare an environmental impact report and refund the filing fee to the protestant, or (3) require the Draft MND to be revised and undergo additional noticed public review, and refund the filing fee to the protestant.

Stephen M. Haase, AICP
Director, Planning, Building and Code Enforcement

Circulated on: November 13, 2003 Ron Eddow
Deputy

Adopted on: _____
Deputy

MND/RE/9/24/01

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 *et.seq.*) and the regulations and policies of the City of San José, California.

This Initial Study evaluates the potential environmental impacts that might reasonably be anticipated to result from the redevelopment of the Evergreen Branch Library. The 2.5-acre site is located in the City of San José and is bounded by Aborn Park to the north, residential uses to the west, Aborn Road to the south, and Thompson Creek to the east.

The objective of the project is to replace the existing library with an approximately 20,000 square foot library building and an 80 to 84-space surface parking lot. The existing library facility was constructed in 1976 and is not large enough to accommodate existing and projected demand. (The current branch size is only two-thirds of the area needed to adequately serve 2000's population).[1] The shortage of space translates into below-standard services for collection, seating, program spaces, computers and parking.

[1] City of San José. *Public Library Branch Facilities Master Plan*, September 2000.

II. PROJECT INFORMATION

A. PROJECT TITLE

Evergreen Branch Library Project

B. PROJECT LOCATION

The project site is located at 2635 Aborn Road, at the intersection of Kettman Road and Aborn Road in eastern San José. The 2.5-acre site is located in the City of San José and is bounded by Aborn Park to the north, residential to the west, Aborn Road to the south, and Thompson Creek to the east (see Figures 1-3).

C. LEAD AGENCY NAME AND ADDRESS

City of San José
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, CA 95110

D. CONTACT PERSON AND TELEPHONE NUMBER

Steven Blum, Department of Public Works, Branch Library Development Team, (408) 277-4777
John Baty, Department of Planning, Building and Code Enforcement, (408) 277-4576

E. PROPERTY OWNER'S NAME AND ADDRESS

City of San José
84 West Santa Clara Street, Suite 460
San José, CA 95113

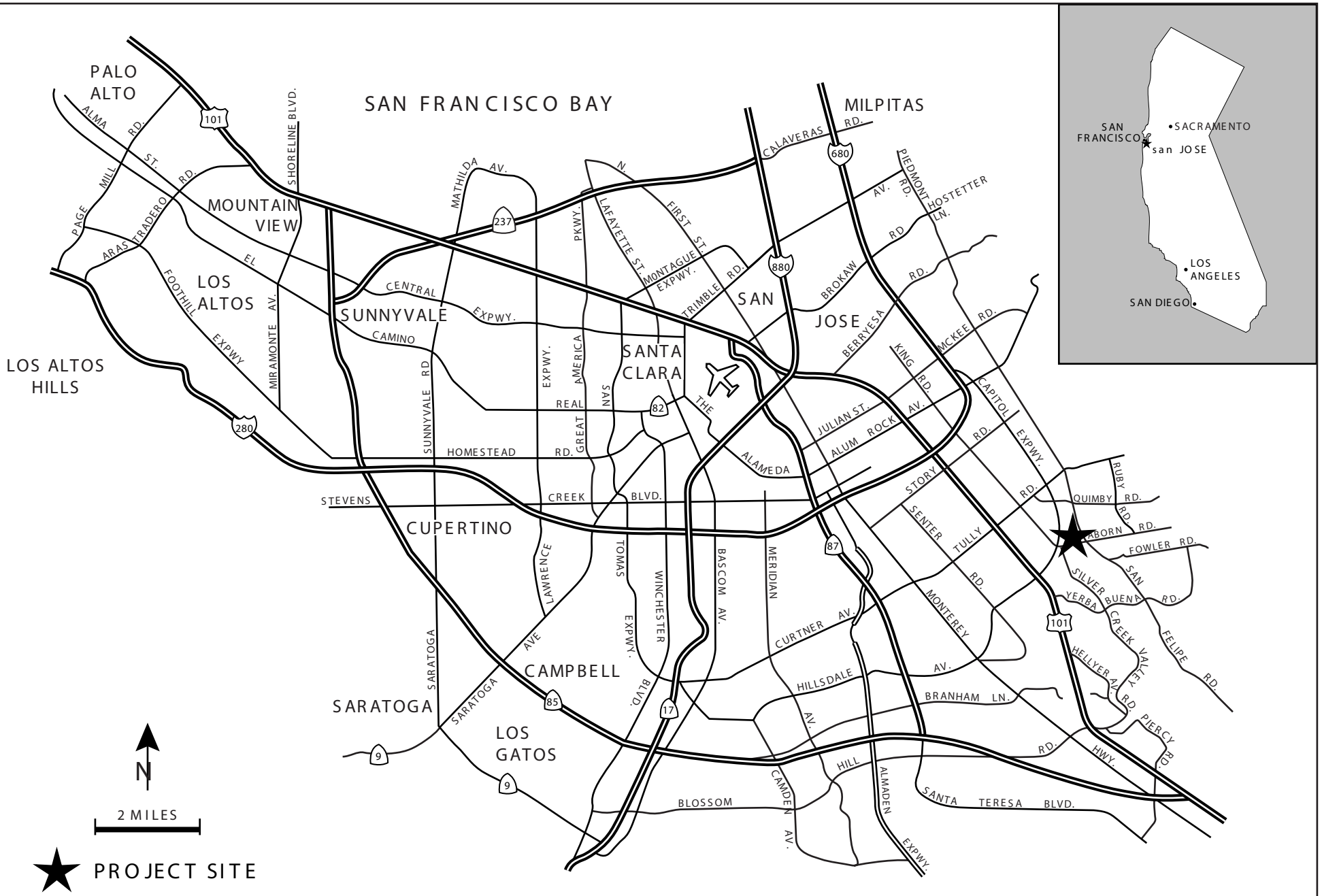
F. ASSESSOR'S PARCEL NUMBER

673-14-028

G. ZONING DISTRICT AND GENERAL PLAN DESIGNATION

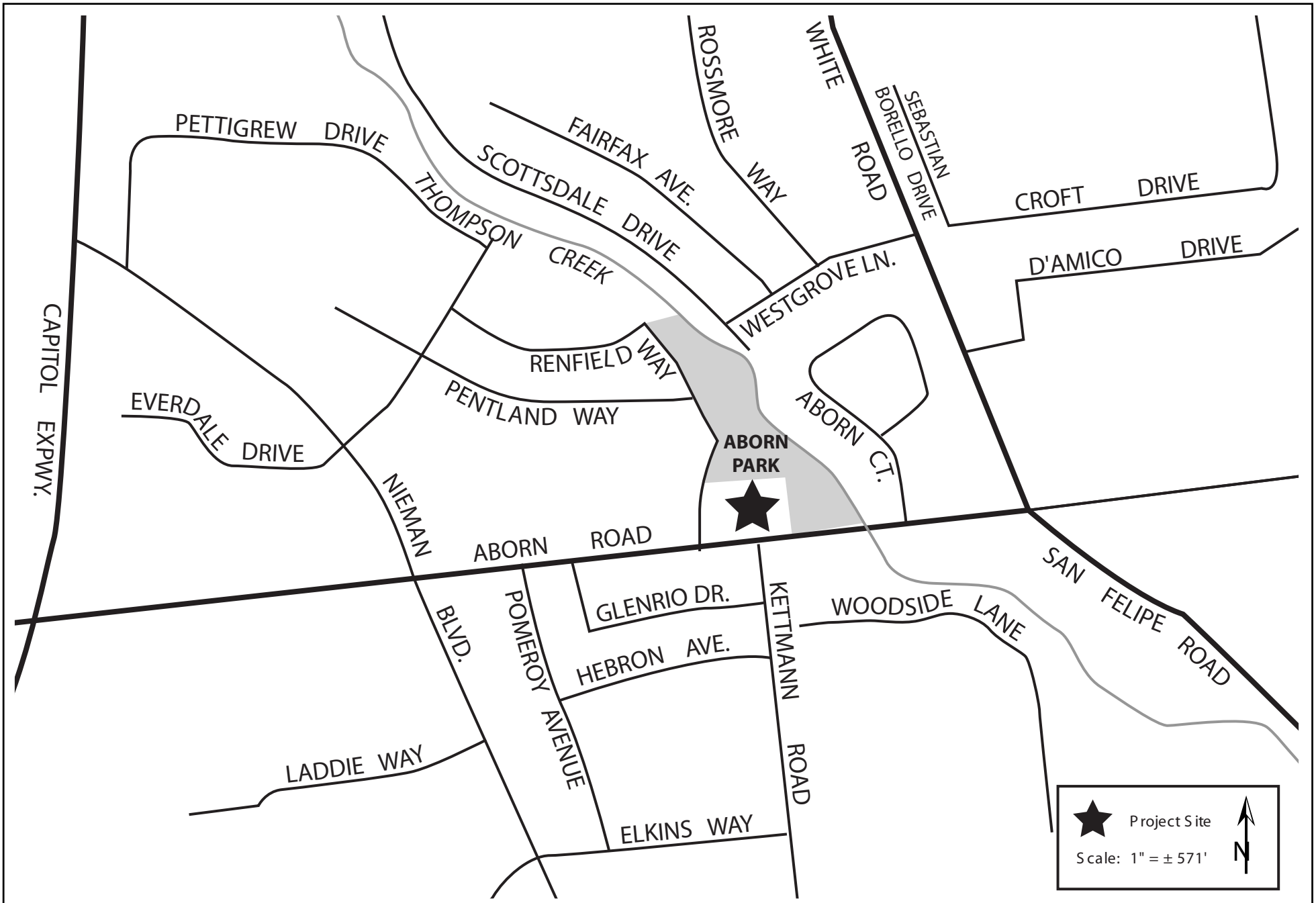
Zoning District: Agricultural (A)

General Plan Designation: Public/Quasi-Public



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

AERIAL PHOTOGRAPH

FIGURE 3

III. PROJECT DESCRIPTION

The proposed project includes demolition of the existing Evergreen Branch Library building and the construction of a new City of San José branch library with surface parking on the site bounded by Aborn Park to the north, residential to the west, Aborn Road to the south, and Thompson Creek to the east, (see Figures 1-3).

The existing branch library includes a 7,448 square foot one-story building, and 54 surface parking spaces located adjacent to the library. The project proposes to demolish the existing library and replace it with a new 20,000 square foot City of San José branch library along with 80 to 84 surface parking spaces. The proposed branch library building will be a one-story structure, with a maximum building height of 35 feet, and will be located on the east side of the 2.5-acre site. The surface parking lot will be located on the west side of the site (see Figure 4).

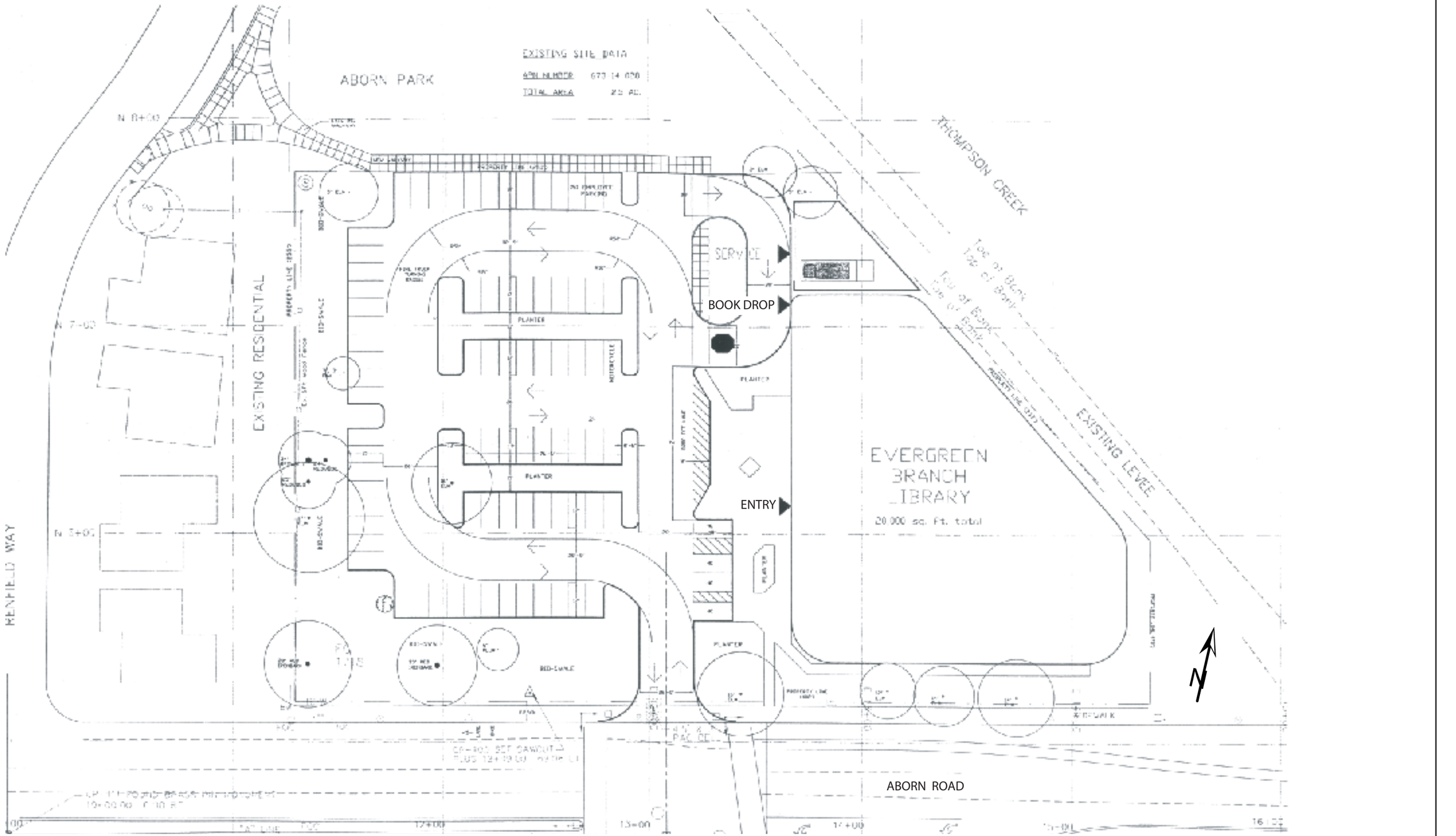
The new Evergreen Branch Library will be one of twenty-three branches of the San José Public Library System (SJPL) when the bond measure projects are complete in 2010. This branch will be the sixth facility designed and constructed under the Branch Facilities Master Plan, approved by the City Council in 2000, and funded through a bond measure passed by the voters in November 2000.

The proposed Evergreen Branch Library will include an adult area, a teen center, a children's area, a family area, a book drop, and a non-public area consisting of a delivery area, staff area, and other facilities, (refer to Figure 4). An entry courtyard will be located between the parking lot and building, with pedestrian connections off Aborn Road and Renfield Way.

The Evergreen Branch Library is proposed to have an approximately 99,900 to 122,100 volume collection. It is proposed that the library will provide approximately 27 to 33 computers, 101 to 124 seats, group study areas for 17 to 21 persons, storytelling areas for 26 to 32 persons, and meeting areas for 69 to 85 persons. A computer Technology Training center and an Internet Café will be available to customers in the community living room, (refer to Figure 5). A large community room will offer programs and other opportunities for customer interaction. Silent study and group study areas will also be provided. Self-checkout units will be accessible for all customers. Low voltage infrastructure and network systems will be utilized in the branch library including voice, data, CATV, video/audio, fire, safety and intrusion systems. It is projected that the new Evergreen Branch Library will serve a population of approximately 46,864 in the year 2020.

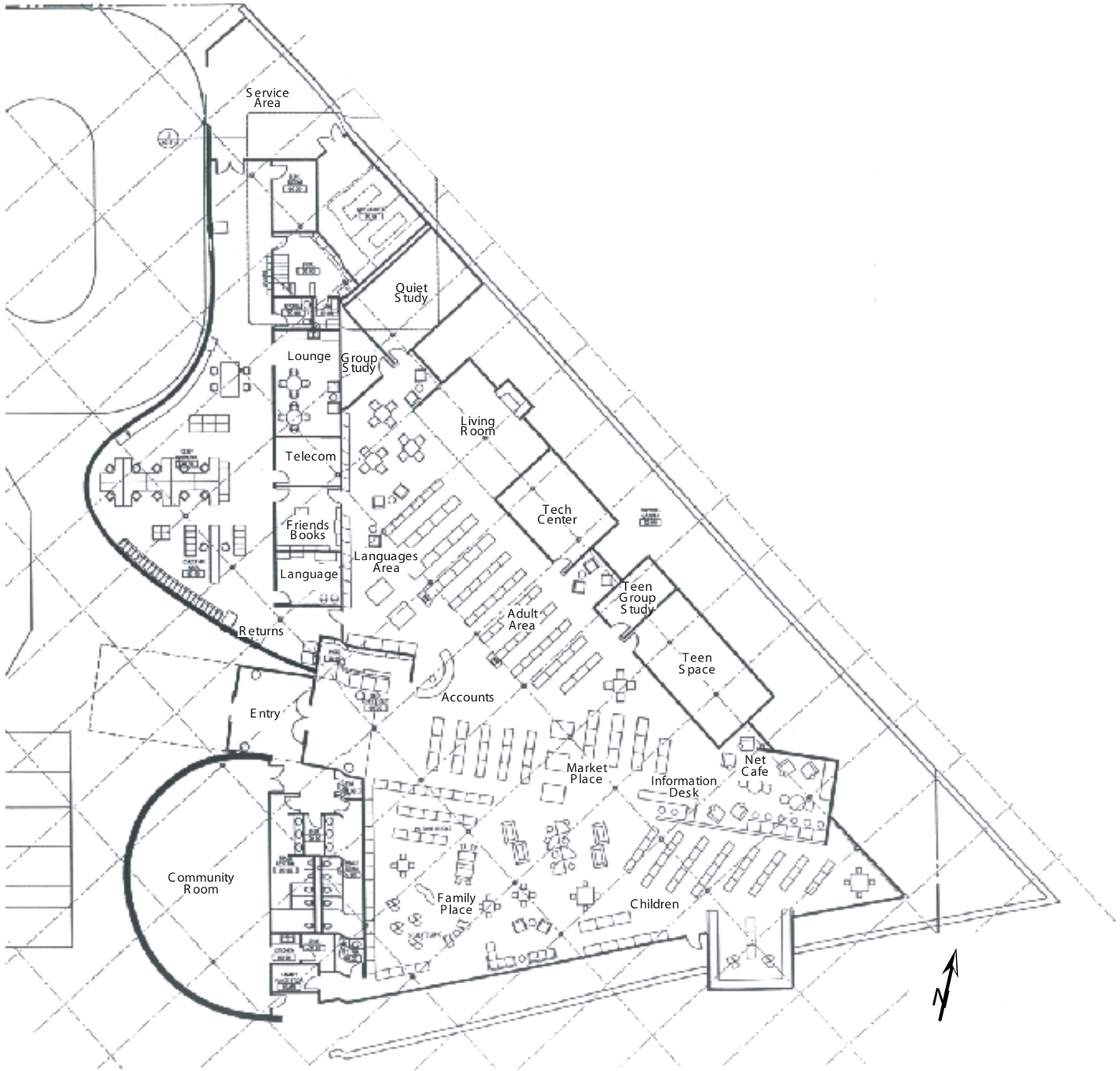
Vehicles will access the site from Aborn Road. The project proposes to change the three-way signalized intersection at Aborn Road and Kettman Road to a four-way intersection, with driveway access directly across from Kettman Road (refer to Figure 4). Security lighting will be located on-site, around the buildings and parking lot areas.

Construction of the new branch library is proposed to commence in November 2004. It is anticipated that the library construction will be completed in June 2006.



SITE PLAN

FIGURE 4



FLOOR PLAN

FIGURE 5

IV. CONSISTENCY WITH ADOPTED PLANS AND POLICIES

In conformance with Section 15125(b) of the CEQA Guidelines, the following section discusses the consistency of the proposed project with relevant adopted plans and policies.

1. Regional Plans and Policies

Bay Area 2000 Clean Air Plan

The 1982 *Bay Area Air Quality Plan* and 2000 *Clean Air Plan* ('00 CAP) establish regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for ozone and PM_{10}, since federal standards are exceeded for these pollutants.

The *Bay Area 2000 Clean Air Plan* was adopted in 2000, outlines measures and improvements to help the Bay Area comply with the State's ozone standard, and is the current regional strategy for improving air quality. The Plan proposes the adoption of transportation, mobile source and stationary source controls on a variety of pollutant sources to offset population growth and provide improvement in air quality. The consistency of the proposed project with this regional plan is primarily a question of the consistency with population/employment assumptions utilized in developing the Plan. The '00 CAP was based on the City's General Plan in effect at the time the CAP was approved and the Association of Bay Area Governments (ABAG) *Projections '98*.

Consistency: The project proposes to demolish an existing library and replace it with a larger a City of San José branch library. The project will not result in any significant transportation impacts, (refer to *Section V. O. Transportation* of this IS). The project will not be inconsistent with the provisions of the Clean Air Plan.

Construction activities associated with the proposed library development will generate minor temporary air pollution impacts that will be reduced to a less than significant level through mitigation measures incorporated into the project. The project is consistent with the Clean Air Plan.

San Francisco Bay Region
Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay region. The Regional Board first adopted a water quality control plan in 1975 and the last major revision was adopted in 1995.

The Plan provides a program of actions designed to preserve and enhance water quality and to protect beneficial uses. It meets the requirements of the U.S. Environmental Protection Agency (EPA) and establishes conditions related to discharges that must be met at all times.

The implementation portion of the Basin Plan includes descriptions of specific actions to be taken by local public entities and industries to comply with the policies and objectives of the Plan. These include measures for urban runoff management, agricultural wastewater management, and wetland protection. As of June 2002, the Basin Plan includes an

amendment that requires the identification of TMDLs (Total Maximum Daily Loads) for each water-body within the jurisdiction of the RWQCB. A TMDL defines the specified maximum amount of a pollutant that can be discharged into the water-body from all combined sources. These water-body specific targets are considered necessary by the EPA in order to attain water quality standards in an impaired watercourse.

Consistency: The proposed development on this site will increase the area of impervious surface. The project will include measures required by City policies and ordinances to reduce and avoid water quality impacts. Development on the site will conform to the requirements of the City of San José and the countywide National Pollutant Discharge Elimination System (NPDES) permit regarding erosion and sedimentation control during construction and post-construction. The project will be consistent with the Basin Plan.

Santa Clara Valley
Urban Runoff Pollution Prevention Program

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban storm water runoff. This program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water Act, which mandated that the Environmental Protection Agency develop National Pollutant Discharge Elimination System Permit application requirements for storm water runoff. The Program's Municipal NPDES storm water permit includes provisions requiring regulation of storm water discharges associated with new development and construction and development of an area-wide watershed management strategy. The permit also identifies recommended actions for the preservation, restoration, and enhancement of the San Francisco Bay Delta Estuary.

The State Water Resources Control Board implemented an NPDES general construction permit for the Santa Clara Valley. For properties of one (1) or more acres or greater, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. Subsequent to implementation of the general construction permit, the San Francisco Bay RWQCB issued a Municipal Storm Water NPDES Permit to the municipalities in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District (SCVWD) as co-permittees. The Urban Runoff Prevention Program assists the co-permittees in implementing the provisions of this permit.

In October 2001, the RWQCB approved an amendment to the NPDES Permit Number CAS 029718, Provision C.3. The amendment to Provision C.3. includes new storm water discharge requirements for new development and redevelopment. For development within the City of San José, implementation of the NPDES MS4 Permit requirements will be in accordance with the City of San José's ordinances, policies, and other City, local, state, and federal requirements.

Consistency: Implementation of the proposed project will follow all applicable Best Management Practices to ensure that there is no increase in runoff, erosion or sedimentation that could impact local waterways. The implementation of erosion control and storm water management practices during project construction will be in accordance with the SCVURPPP and NPDES permit requirements. The project will include post-construction structural

controls where feasible, and Best Management Practices (BMPs) which will ensure consistency with Provision C.3. The proposed project will not result in an impact upon the conservation and restoration of streams and riparian zones or areas of special or unique ecological significance. For these reasons, the proposed project will be consistent with the SCVURPPP and NPDES permit process.

Santa Clara County
Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the *Santa Clara County Congestion Management Program* (CMP), which was last updated in December 2001. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: As discussed in *Section V.O., Transportation*, the proposed project will not significantly impact any CMP regional intersections. The project will not be inconsistent with the provisions of the Santa Clara Valley Congestion Management Plan.

2. Local Plans and Policies

San José 2020 General Plan
Land Use/Transportation Diagram

The San José 2020 General Plan is an adopted statement of goals and policies for the future character and quality of development of the community. The San José 2020 General Plan Land Use/Transportation Diagram designates the project site as *Public-Quasi Public*, which is used to designate a variety of public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices, and airports. This category is also used to designate lands used by some private entities, including public utilities and the facilities of any organization involved in the provision of public services such as gas, water electricity, and telecommunications. In addition, such institutions as churches, private schools and private hospitals are also appropriate under this designation. Development intensities expected under the Public-Quasi Public designation can vary significantly.

Consistency: The proposed location of a public library is consistent with the San José Land Use/Transportation Diagram for the site.

City of San José
Green Building Policy

The City of San José's Council Policy (adopted June 19, 2001) on green building was developed to demonstrate the City's commitment to environmental, economic, and social stewardship, to yield cost savings to the City taxpayers through reduced operating costs, to provide healthy work environments for staff and visitors, and to contribute to the City's goals of protecting, conserving, and enhancing the region's environmental resources. All new City facilities are subject to the Green Building Policy. As stated in the policy: "The City of San José shall adopt Green Building Policy goals and incorporate green building principles and practices into the planning, design, construction, management, renovation, operations, and demolition of all City facilities that are constructed, owned, managed, or financed by the City."

As of July 1, 2002, all City of San José facilities are to be designed to meet Green Building's Leadership in Energy and Environmental Design (LEED) certification. The LEED rating system is a third party certification system designed for rating new and existing commercial, institutional, and high-rise residential buildings developed by the US Green Building Council. LEED Certification is has different levels of green building certification - certified, silver, gold, and platinum - are awarded based on the total credits earned in each of several categories: sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality.

Consistency: The proposed project will include security night lighting along the perimeter and within the parking lot. Low-sodium, energy-efficient lighting will be used and the most efficient and economical outdoor lamps and controllers, such as timers, will be used to reduce energy usage. Soils excavated from the site which can be salvaged will be reused on the site to the extent feasible. The project will comply with the LEED certification requirements and complete a LEED Checklist. For these reasons, the project will be consistent with the Green Building Policy.

Post-Construction Urban Runoff Management Policy

The City's Post-Construction Urban Runoff Management Policy states that all new development projects proposing 5,000 square feet or more of new building rooftop or paved area, or 25 or more uncovered parking stalls should implement the following: 1) install and maintain post-construction treatment control measures; 2) stencil on-site inlets in conformance with City requirements; and 3) clean on-site inlets a minimum of once per year, prior to the wet season. All post-construction treatment control measures are required by the Policy to be installed, operated and maintained by qualified personnel, and property owners/applicants are required to keep maintenance and inspection records. For projects with suitable landscape areas, the Policy also identifies vegetative swales or biofilters as the preferred treatment control measures.

Consistency: The proposed library building and parking lot will be owned and operated by the City of San José, and will be subject to the provisions of the Post-Construction Urban Runoff Management Policy. The City will be responsible for post-construction treatment control measures. Storm water drainage on the site will be collected and a bio-swale within the project site and will eventually drain to the storm drain system in Aborn Road Avenue. The project has been designed to minimize additional runoff from the site. Therefore, the project will be consistent with the Post-Construction Urban Runoff Management Policy.

V. ENVIRONMENTAL SETTING & CHECKLIST

This section describes the existing environmental conditions on and near the subject site, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, was used to identify environmental impacts that could occur if the proposed project is implemented. The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. This section clearly identifies all potential environmental impacts from the project, including an explanation for those adverse impacts determined to be less than significant. Mitigation measures are identified and described for all potentially significant impacts, and evaluated briefly for the expected effectiveness/feasibility of these measures, where necessary.

A. AESTHETICS

1. Setting

The project site is currently developed and contains a one-story building, pavement, and landscape trees. There are 61 trees on the site, including 14 ordinance sized trees. Due to the flat and developed nature of the area, the site is only visible from the immediate surrounding area, along Aborn Road to the south and Aborn Park to the north. The site is surrounded by urban development including residential uses to the west, Aborn Road to the south, and Aborn Park to the north. The riparian corridor of Thompson Creek is located east and northeast of the site. The area immediately adjacent to the riparian corridor consists of an open field bounded by an unpaved pedestrian and bicycle trail, and the parking area for the existing branch library is located on the opposite side of the trail.

2. Environmental Checklist and Discussion

AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐	1,2
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐	1,2
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐	1,2
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐	1,2

Discussion: The project site is currently developed and located within an urban area. There are no scenic vistas, or scenic resources along a designated scenic highway that will be affected by this project.

The proposed project will involve the removal of approximately 44 trees, including 7 ordinance-sized trees. The project will replace the ordinance-sized trees at a four to one ratio (4 replaced:1 removed) on the site.

The project proposes to locate the new library building on the eastern portion of the site, near the Thompson Creek riparian corridor. Replacing the existing parking area with the library building will alter the visual character of the site and partially impede views of Thompson Creek from Aborn Road, however, this is not considered a significant aesthetic impact. While the new library building will be much larger than the existing facility, overall, the visual nature of the development on-site will not be substantially different than under existing conditions.

The project does not propose outdoor night lighting, other than security lighting on the site. Low-sodium lighting will be used, and will be directed away from the Thompson Creek riparian corridor area. Security lighting is proposed for the parking lot, and library building.

3. Conclusion

The propose project will not degrade the existing visual character or quality of the site and its surroundings. Therefore, the project will have a less than significant adverse aesthetic impact. **(Less Than Significant Impact)**

B. AGRICULTURAL RESOURCES

1. Setting

The project site is currently developed and is not used for agricultural purposes. The site is not designated by the California Resources Agency as Farmland of any type, and is not the subject of a Williamson Act contract. The project site is zoned *Agricultural* in the City Zoning District, however the site is currently occupied by the existing Evergreen Branch Library and here is no property used for agricultural purposes adjacent to the project site.

2. Environmental Checklist and Discussion

AGRICULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐	1
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐	1
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒	☐	1

Discussion: The proposed project will have no impact on agricultural activities.

3. Conclusion

The project will have no adverse impact on agricultural land or agricultural activities. **(No Impact)**

C. AIR QUALITY

1. Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

Of the three pollutants known to at times exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. The third pollutant, carbon monoxide, is considered a local pollutant because elevated concentrations are usually only found near the source.

Under the California Clean Air Act, Santa Clara County is classified as a non-attainment area for ozone and PM_{10}. The EPA has designated the Bay Area as a federal non-attainment area for ozone. The County is either in attainment or unclassified for other pollutants.

2. Environmental Checklist and Discussion

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐	1,5
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	☐	1,5
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	☐	1,5
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐	1,5
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐	1

Discussion:

Regional and Local Impacts

The project proposes to redevelop an existing library in an urban area. The Bay Area Air Quality Management District (BAAQMD) has established thresholds for what will be considered a significant addition to existing air pollution. A project that generates more than 80 pounds per day of reactive organic gases (ROG) is considered to have a potentially significant impact on regional air quality, according to the BAAQMD CEQA guidelines. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project setting.[2]

The project proposes to demolish an existing 7,448 square foot library and construct a new 20,000 square foot library. The project will be constructed entirely on the existing site. The project is anticipated to generate an average of approximately 1,416 new daily trips with 142 during the library PM peak hour (refer to Project Traffic Estimates discussion in *Section V. O. Transportation*). Because the number of project generated traffic trips falls well below the BAAQMD's potential impact threshold, analysis is not required. For this reason, the project will not result in significant long-term air quality impacts.

Construction-Related Impacts

Construction activities such as demolition, excavation, construction vehicle traffic and wind blowing over exposed earth will generate exhaust emissions and fugitive particulate matter emissions that will affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-waterbase paints, thinners, some insulating material and caulking materials will evaporate into the atmosphere and will participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities will be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Given that the site is surrounded by sensitive residential and school uses, construction dust has the potential for creating an annoyance at nearby properties.

Impact: Construction of the proposed project could result in significant short-term air quality impacts associated with dust generation.

Mitigation: The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices will be implemented during all phases of construction on the project site:

- Use dust-proof chutes for loading construction debris onto trucks.

[2] *BAAQMD CEQA Guidelines, December 1999.*

- Water to control dust generation during demolition of structures and break-up of pavement.

- Cover all trucks hauling demolition debris from the site.

- Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.

- Sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction site.

- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.

- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

- Install gravelbags or other erosion control measures to prevent silt runoff to public roadways.

- Replant vegetation in disturbed areas as quickly as possible.

3. Conclusion

The proposed project will not result in significant long-term local or regional air quality impacts. Short-term air quality impacts associated with construction will be reduced to less than significant levels with the inclusion of proposed mitigation measures.
(Less Than Significant Impact with Mitigation)

D. BIOLOGICAL RESOURCES

The following discussion is based upon a tree survey and impact analysis prepared by *Hortscience, Inc*., in June 2003 and October 2003 and riparian corridor study prepared by *H.T. Harvey & Associates* in September 2003, (refer to Appendix A of this Initial Study).

1. Setting

The project site contains a one-story building, pavement, and landscape trees. The project site provides a limited urban habitat that is suitable for urban wildlife, such as mourning dove, house finch, northern mocking bird, and fox squirrel. Adjacent and to the east of the site is Thompson Creek.

Riparian Corridor

Thompson Creek is a natural, low flowing stream that flows in a northeasterly direction, and empties into Lake Cunningham. Thompson Creek is located to the northeast of the project site (refer to Figure 3). The project site borders approximately 540 feet of the riparian corridor along Thompson Creek. The area immediately adjacent to the riparian corridor consists of an open field bounded by an unpaved pedestrian and bicycle trail, and the parking lot for the existing branch library is located on the opposite side of the trail.

The riparian habitat of Thompson Creek adjacent to the project site is of high quality. The corridor contains a few dirt path trails and a small number of non-native shrubs. The tree canopy of the riparian corridor is dense throughout most of the site and is composed of a number of mature, native trees including willow, coast live oak, black walnut, and blue elderberry. The native shrubs within the riparian corridor include California blackberry, coyote brush, and western poison oak.

The City of San José's Riparian Corridor Policy defines a riparian corridor as "any defined stream channel including the area up to the bank-full flow line, as well as all riparian (streamside) vegetation in contiguous adjacent uplands." Based on the riparian survey prepared for this project, the riparian corridor boundary was delineated to include the edge of the riparian vegetation located adjacent to the top of bank.

Although the City of San José recommends up to a 100-foot setback along most riparian corridors, a setback of 75 feet from the edge of the riparian corridor is considered biologically acceptable for this project site[3]. Under current conditions, human activity, including walking, biking, automobile activity, and the parking lot lights, as well as the presence homeless encampments, create a moderate amount of disturbance to wildlife within the riparian corridor. The setback recommended is based on the importance of the corridor to wildlife, surrounding land uses, and the prevalence of mature, native plant species within the riparian corridor. The 75-foot setback from the riparian corridor will ensure that the existing functions and values of the creek are protected.

[3] H.T. Harvey & Associates. *Riparian Corridor Study*. September 2003.

Trees

The City of San José Tree Removal Controls (San José City Code, sections 13.31.010 to 13.32.100) serve to protect all trees of "ordinance-size." The City of San José Tree Ordinance defines an ordinance-sized tree as "any woody perennial plant characterized by having a main stem or trunk which measures 56 inches or more in circumference (17.83 inches or more in diameter) at a height of 24-inches above natural grade slope." Fourteen of the 61 trees on the site are ordinance-sized. Table 1 provides a description of the 14 ordinance sized trees. The condition of the tree refers to the health and structural condition using a scale of 1 to 5. A rating of a five is a healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species, and a rating of one is a tree in severe decline, with dieback of scaffold and branches defects that cannot be abated.

Table 1: Ordinance Sized Trees

Tree No.	Species	Trunk Circumference at 2 feet above ground	Condition of Tree
111	Coast Redwood	69	4
119	Red Ironbark	79	3
124	Red Ironbark	63	3
127	Red Ironbark	69	3
128	Red Ironbark	85	4
131	Red Ironbark	104	3
132	White Alder	75	3
140	Coast Redwood	75	4
141	Coast Redwood	82	4
143	Red Ironbark	88	3
145	Coast Redwood	79	4
146	Coast Redwood	107	5
147	Coast Redwood	75	4
152	Yew Pine	57	4

2. Environmental Checklist and Discussion

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐	1,2, 12

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐	1,2, 12,13
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐	1,2, 12
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐	1,2, 12
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☐	1,2, 12,13
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐	1,2, 12

Discussion:

Riparian Corridor

Under existing conditions, the parking lot is located adjacent to the 75-foot riparian setback, minimally encroaching into it and the pedestrian path intersects almost the entire length of the setback. Based on the proposed site plan, the project will minimally encroach into the 75-foot setback of the riparian corridor, and the encroachment does not exceed that of existing conditions. The relocation of the parking lot to the west side of the site and the orientation of the building entrance away from the riparian corridor will reduce activity, noise, and lighting along the riparian corridor and therefore reduce disturbance to wildlife.

The project will incorporate the following avoidance measures into the proposed project to minimize potential impacts to the riparian corridor.

- Native vegetation shall be planted along the northeast side of the proposed building, adjacent to the 75-foot setback line. Native vegetation shall be based upon specific species recommended in the City of San José General Plan.

- No outdoor lighting shall be installed, other than security lighting on the site. Low-sodium lighting shall be used, and shall be directed away from the Thompson Creek riparian corridor area.

With incorporation of the above avoidance measures, the project will not result in significant long term impacts to the riparian corridor of Thompson Creek.

Tree Removal

The project includes new landscaping around the proposed library. Wherever possible, the existing trees will remain in place. Based on the most current site plan 17 trees are planned for preservation including seven (7) ordinance sized trees. The remaining 44 trees are planned for removal because the project design will make their preservation unfeasible. The removal of landscape trees on-site will not be considered a significant biological impact and the City of San José will require the replacement of lost trees. There are seven (7) ordinance sized trees that will be removed for the proposed project. These include six red ironbark trees and one white alder tree.

As part of the project, the following measures will be included in order to minimize impacts resulting from the removal of trees:

- Ordinance size trees, 56-inch in circumference or 18-inch in diameter, to be removed as part of the project will be replaced with 24-inch box native species at a ratio of four to one (4 replacement:1 removed). Non ordinance-sized trees 12-inch in diameter or greater will be replaced at a ratio of two to one with 24-inch box native species and trees less than 12-inch in diameter will be replaced at a ratio of one to one with 15 gallon native species.

- To the extent possible, healthy and mature trees will be incorporated into project landscaping design. Where feasible, ordinance sized trees will be removed, boxed, and replanted on-site as part of the project landscaping.

The following tree protection measures will also be included in the project in order to protect trees to be retained during construction:

- Pre-construction treatments

    1. The construction superintendent shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.

    2. Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.

3. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.

- Recommendations for tree protection during construction

1. No grading, construction, demolition or other work shall occur within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the Consulting Arborist.

2. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.

3. Supplemental irrigation shall be applied as determined by the Consulting Arborist.

4. If injury should occur to any tree during construction, it shall be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE.

6. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees shall be designed to withstand differential displacement.

Potential Construction Impacts to Nesting Raptors

The proposed library construction is planned to commence in the fall of 2004. Since the nesting season for most raptors in the South San Francisco Bay Area extends from February through August, there should not be a potential impact to raptors in the project vicinity. However, if it is not possible to schedule demolition and construction between September and January, then preconstruction surveys for nesting raptors should be conducted by a qualified ornithologist or wildlife biologist to ensure that no raptor nests will be disturbed during project implementation.

Impact: Construction activities such as tree removal, demolition, site grading, etc., that disturb a nesting raptor on-site or immediately adjacent to the site, will constitute a significant impact.

Mitigation: Implementation of the following mitigation measures will reduce the potential impacts to raptors nesting within or immediately adjacent to the site to a less than significant level.

- If possible, construction should be scheduled between October and December (inclusive) to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist to identify active raptor nests that may be disturbed during project implementation. Between January and April

(inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist, shall, in consultation with the State of California, Department of Fish & Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest. The applicant shall submit a report indicating the result of the survey and any designated buffer zones to the satisfaction of the Planning Department prior to the issuance of any grading or building permit.

3. Conclusion

With implementation of the proposed mitigation measures, the project will not have a significant impact on special status species, sensitive habitat or conflict with the City of San José Tree Ordinance or Riparian Corridor Policy. **(Less Than Significant Impact with Mitigation)**

E. CULTURAL RESOURCES

The following discussion is based upon an archaeological literature review prepared by *Holman & Associates* in 2003. This report is available for review at the City of San José Planning, Building and Code Enforcement Department during normal business hours.

1. Setting

A review of maps and records on file at the Northwest Information Center (NWIC) located at Sonoma State University was conducted for this project. The files revealed that the project area had been the subject of a previous archaeological field study in 1974. No cultural resources were found during the field inspection. There have also been three recorded surveys within 500 feet of the project site, all with negative findings. There are two recorded archaeological sites within a half mile of the site, however, there are no recorded historic or prehistoric archaeological sites inside the project boundaries.

Based on previous archeological surveys, known archaeological sites and the proximity to Thompson Creek, the project site is located in a zone of moderate archaeological sensitivity.

2. Environmental Checklist and Discussion

CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:	☐	☐	☐	☒	☐	1,10
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☒	☐	☐	☐	1,10
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐	☐	1,10
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☒	☐	☐	☐	1,10
4) Disturb any human remains, including those interred outside of formal cemeteries?						

Discussion: As described above, there are no recorded historic or prehistoric resources present on the site. However, demolition of the existing building, removal of the existing parking lot and construction of the new library building could uncover evidence of buried archaeological resources not seen during the original 1974 archaeological survey.

Impact: Development of the site could result in a significant impact to buried cultural resources which could be present on the site.

Mitigation: The project includes the following measures for development activities that involve excavation or disturbance of the existing ground surface to avoid or reduce potential impacts to cultural resources.

- A qualified archaeologist shall be retained to inspect the library grounds for evidence of cultural resources after demolition of the existing building and removal of the existing parking lot.

- If any archaeological materials or evidence indicating the likely presence of cultural resources are found at that time an archaeological monitor shall be retained on-site during all subsurface excavation activities. If no indication of cultural resources is found during the initial inspection, then no additional monitoring will be necessary. In either case, standard conditions for excavation activities will be applied to the project as described below.

    - In the event any significant cultural materials are encountered, all construction within a radius of 50 feet of the find will be halted, the Director of Planning, Building and Code Enforcement and the Department of Public Works will be notified, and a qualified archaeologist will examine the find and make appropriate recommendations regarding the significance of the find and the appropriate mitigation. Recommendations could include collection, recordation, and analysis of any significant cultural materials.

    - In the event that human remains and/or cultural materials are found, all project related construction shall cease within a 50-foot radius of the field in order to proceed with the testing and mitigation measures required. Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California:

        a. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

        b. A final report shall be submitted to the Director of Planning and the Director of Public Works. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing program, a list of the resources found, a summary of the resources analysis methodology and conclusion, and a description of the disposition/curation of the resources. The report shall verify

completion of the mitigation program to the satisfaction of the Director of Planning.

3. Conclusion

The project will not result in impacts to historic resources. The project includes measures to ensure that any potential subsurface archaeological resources are appropriately protected during project construction. With implementation of the above mitigation measures, the proposed project will not result in significant impacts to prehistoric or historic resources. **(Less Than Significant Impact with Mitigation)**

F. GEOLOGY AND SOILS

1. Setting

Geology and Soils

The project site is currently developed and consists of an existing City of San José branch library. The site slopes gently to the northwest toward Thompson Creek. Based on U.S. Geological Survey (USGS) topographic maps, the site's elevation is approximately 185 to 195 feet above mean sea level.

The site is underlain with Pleasanton Series soils, a hard, massive, grayish brown loam, typically located in nearly level fans. Also present on the site are Yolo Series soils, a hard, massive, grayish brown loam, typically located in nearly level fans and alluvial plains. Both types of soils have a moderate expansion potential. These soils both have good natural drainage and no erosion hazard.

Seismicity and Seismic Hazards

The project is located in the seismically active San Francisco Bay Region. The Uniform Building Code designates the entire South Bay as Seismically Active Zone 4, the most seismically active zone in the United States. The faults in the region are capable of generating earthquakes of at least 7.0 magnitude, therefore, it can be expected that earthquakes could produce very strong ground shaking at the site. The three major fault lines in the region are the San Andreas Fault, the Hayward Fault, and the Calaveras Fault. All of these fault lines have experienced movement within the last 200 years. The San Andreas Fault lies approximately 18 miles to the west, the Hayward Fault lies approximately 2.5 miles to the east, and the Calaveras Fault lies approximately 4.6 miles to the east of the project site. Additionally, two less significant fault zones are located in the vicinity of the site. The Evergreen Fault, which has recorded activity within the last 10,000 years, lies approximately one mile to the east, and the Silver Creek Fault, with recorded activity within the last 2,000,000 years, lies approximately 1.2 miles to the west.

Potential seismic hazards resulting from a nearby moderate to major earthquake may include ground shaking, liquefaction, and lateral spreading. The degree of shaking is dependent on the magnitude of the event, the distance to its zone of rupture and local geologic conditions. Soil liquefaction results from the loss of strength during cyclic loading, such as an earthquake. Soils most susceptible to liquefaction are clean, loose, saturated and uniformly graded, fine-grained sands. According to *Geomatrix Consultants, Inc.,* Evaluation of Liquefaction Potential in San José (May 1992), the majority of the project site has low susceptibility to liquefaction. Since the potential for liquefaction is considered low for the site, the potential for lateral spreading is also low. Lateral spreading is a failure within a nearby horizontal soil zone, commonly associated with liquefaction, which causes the overlying soil mass to move toward a free face or down a gentle slope.

The riparian corridor area to the east of the project site, (adjacent to Thompson Creek) has high potential for both liquefaction and lateral spreading.

2. Environmental Checklist and Discussion

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐	1,7
b) Strong seismic ground shaking?	☐	☐	☒	☐	☐	1,7
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐	1,7
d) Landslides?	☐	☐	☐	☒	☐	1,7,8
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐	1,7,8
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☐	1,6,7
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐	☐	1,7,8
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐	1

Discussion:

Geology and Soils

The Pleasanton and Yolo Series soils have a moderate expansion potential. Shrink/swell movement associated with expansive soils can cause distress to structures, conventional slabs-on-grade, and exterior flatwork if it is placed directly on expansive soil. Damage to the library structure will be considered a significant impact.

Impact: Due to the moderate expansion potential on the proposed site, there is potential to expose people and structures to significant geologic hazards.

Mitigation: The following mitigation measure is included as part of the project and will reduce the potential geologic and soil impacts to a less than significant level:

- A design-level geotechnical investigation for the proposed library building will be completed to address any potential for geologic hazards on the site. The geotechnical investigation for the building will be completed and submitted to the City Geologist prior to construction.

The project site slopes gently towards Thompson Creek, but based upon the characteristics of the soils present on the site the potential for erosion and siltation occurring at the site during construction will be low. Implementation of standard grading and best management practices will prevent substantial erosion and siltation during development of the site.

Seismicity and Seismic Hazards

The project site is located in a region subject to strong seismic ground shaking, which can adversely affect structures and expose people to safety hazards. Although the project site is not located on or near an earthquake fault, it is within the seismically active San Francisco Bay Area, and moderate to severe ground shaking is probable during the useful life of the proposed building and parking area.

The characteristics of the aforementioned soils found on the site give the site low susceptibility to liquefaction and thus lateral spreading is not a concern either. The relatively flat nature of the site and the characteristics of Pleasanton and Yolo Series soils make the potential for landslide and erosion unlikely on the site.

Thompson Creek includes an open bank that will be potentially subject to lateral spreading. The creek is more than 75 feet away from the proposed library structure. Based on the distance from Thompson Creek and the size of the proposed library building (one-story) the potential for impacts on the proposed structure from liquefaction and lateral spreading is low.[4]

Seismic shaking hazards will be mitigated by implementation of construction practices in accordance with Seismic Zone 4 building criteria as described in the Uniform Building Code to avoid or minimize potential damage from seismic shaking on the site.

[4] Manuel Saleminik, Parikh Consultants, Inc. Personal communication. October 6, 2003.

3. Conclusion

The project will not be exposed to significant geologic or soil hazards that could not be mitigated by the use of standard engineering design and seismic safety techniques. **(Less Than Significant Impact with Mitigation)**

G. HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based upon a Phase I Environmental Site Assessment prepared by *Lowney Associates,* in October 2003, (refer to Appendix B of this Initial Study).

1. Setting

Based on historical aerial photographs, the site was planted with orchards as early as 1958. Site information prior to 1958 was unavailable, but the site was likely either agricultural or undeveloped land. Orchards were present on the site until the late 1960s to early 1970. By 1971, the orchards were no longer present and the site was vacant. The existing library and paved parking area to the east were constructed in 1975 and 1976. By 1980, the unpaved pedestrian path adjacent to Thompson Creek was present. The property owner at the time of the library construction was the City of San José. The City of San José has maintained ownership of the property since that time.

Buildings constructed prior to 1980 are likely to contain asbestos; buildings constructed prior to 1978 are likely to contain lead-based paint; and fluorescent light ballasts manufactured before 1978 may contain polychlorinated biphenyls (PCBs). Based on the age of the building on the site, asbestos-containing materials and lead based paint may be present in the structures. Fluorescent light ballasts and tubes were observed on-site and based on the construction years of the buildings, could contain PCBs.

A transformer, owned by PG&E, is located in the exterior storage area of the existing library building. This transformer may contain transformer oil. The transformer is in good condition and no oil leaks were observed. Although oil is typically not toxic or mobile in the environment, transformer oil may contain PCBs.

A review of published agency documents, agency files, and other pertinent documents was performed for a one-mile radius of the site. The potential for site impact was based on information in the database records regarding the type of release, current case status, and distance and direction from the site. There were no reported hazardous materials spills or releases with a potential to significantly impact the site.

2. Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐	1,2,11

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐	1,2,11
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐	1,2,11
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐	1,2,11
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1,2,11
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1,2
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐	1,2
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐	1,2

Discussion: The proposed library will not store general pesticides associated with the maintenance of the library landscaping on-site.

The project site is not within the Santa Clara County Airport Land Use Commission (ALUC) jurisdiction, nor is it on a City designated evacuation routes. The site is not located within an area subject to wildfires.

The building to be demolished was built in 1975 and is likely to contain asbestos, lead-based paint and PCB containing fluorescent lights. In addition, the transformer oil may contain also PCBs.

Impact: Demolition and removal of these structures could expose construction workers or other persons in the vicinity to harmful levels of asbestos, lead or PCBs. Such exposures will be a significant impact.

Mitigation: Conformance with the following regulatory programs will reduce health risks associated with asbestos, lead-based paint, fluorescent lights and transformer oil to a less than significant impact:

- Asbestos surveys will be conducted for buildings constructed prior to 1980 as required under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. In addition, NESHAP guidelines require that all potentially friable asbestos containing material be removed prior to building demolition or renovation that may disturb the materials.

- As appropriate, a lead survey of painted surfaces and soil around buildings built prior to 1978 will be performed prior to demolition. Requirements in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- The Department of Toxic Substances Control (DTSC) considers waste from PCB containing fluorescent lights to be "Universal Wastes". Universal Wastes are lower risk hazardous wastes that require proper disposal and handling. These materials will be disposed at an appropriate recycling facility.

- Before removal of the transformer, the oil shall be tested for PCBs. Any waste will be disposed at an appropriate recycling facility.

3. Conclusion

With the implementation of the mitigation measures above, the proposed project will avoid impacts from potential hazardous materials contamination and will not create a significant hazard to people or the environment. **(Less Than Significant Impact with Mitigation)**

H. HYDROLOGY AND WATER QUALITY

1. Setting

The project site is currently developed with an existing branch library and surface parking. Based on US Geological Survey topographic maps, the site's elevation is approximately 185 to 195 feet above mean sea level. Topography on the site slopes gently to the northeast towards Thompson Creek. The shallow water-bearing zone is likely encountered at depths of approximately 30 to 40 feet and ground water beneath the site likely flows to the northwest.[5]

Runoff from the site is collected and conveyed to the City's storm water system in Aborn Road. The project site is not within a designated 100-year flood plain.

2. Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	☐	1,2
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐	1,2
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☐	1
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☒	☐	☐	1

[5] Lowney Associates, *Phase I Environmental Site Assessment Evergreen Library.* October 2003.

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐	1,2
6) Otherwise substantially degrade water quality?	☐	☒	☐	☐	☐	1
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	☐	1,9
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	☐	1,9
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐	1
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐	1,2

Discussion:

Drainage

The proposed project site is currently developed and approximately 35 percent of the site is covered with impervious surfaces. The proposed project will result in approximately 62 percent of the site being covered with impervious surfaces, including the library building, parking areas, and other paved surfaces, which will increase the amount of runoff from the site. However, the project will be designed to minimize additional runoff from the site. The storm drainage will be collected and detained in a bioswale within the project site. The proposed project will not change the existing drainage patterns in the area, and will not have a substantial impact on the existing water collection system. For these reasons, the project will not result in significant drainage impacts.

Flood Hazards

The project site is not located within a designated 100-year flood plain and, therefore, have will not impact 100-year flood flows, nor will it expose people or property to floods hazards associated with the 100-year flood. The site is also not subject to seiche or tsunami.

Water Quality

While the project site is currently developed, vehicle use and human activity could increase at the existing site due to the larger library and additional parking. The amount of pollution carried by runoff from buildings and pavement could, therefore increase incrementally.

Project grading and construction activities will affect the water quality of storm water surface runoff. Construction of the proposed building and paving of the parking area will also result in a disturbance to the underlying soils, thereby increasing the potential for sedimentation and erosion. If disturbance to underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system.

The proposed development on this site is not expected to increase the area of impervious surface substantially, and it will also include measures required by City policies and ordinances to reduce and avoid water quality impacts. The developer will be required to develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of storm water pollutants including sediments associated with construction activities. The applicant will be required to file a Notice of Intent (NOI) with the State Water Resources Board (SWRCB). Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include BMPs as specified in the California Storm Water Best Management Practice Handbook for reducing impacts on the City's storm drainage system from construction activities. Prior to issuance of a grading permit, the applicant will be required to submit copies of the NOI and Erosion Control Plan (if required) to the City Project Engineer, Department of Public Works. The applicant will also be required to maintain a copy of the most current SWPPP on site and provide a copy to any City representative or inspector on demand. The applicant will be required to implement and maintain all best management practices (BMPs) or control measures identified in the SWPPP and/or Erosion Control Plan. When development is proposed, the developer will be required to utilize structural and non-structural control measures and management practices to minimize the addition of pollutants to the storm water system during construction and post construction. The project will conform with the City's current NPDES permit requirements and standards.

Impact: Implementation of the proposed project could result in increased storm water pollution, particularly during construction.

Mitigation: The following mitigation measures, included as part of the project, will reduce water quality impacts to a less than significant level:

- The project will comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José zoning ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific measures will be implemented to prevent storm water pollution and minimize potential sedimentation during construction.
    - restricting grading to the dry season or meet other City requirements;
    - use silt fencing to retain sediment on the project site;
    - providing temporary cover of disturbed surfaces to help control erosion during construction;

- provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

- The project will include post-construction structural controls where feasible, and Best Management Practices (BMPs) for reducing the volume of storm water runoff and the contamination in storm water runoff as permanent features of the project to the maximum extent practicable, in accordance with the City of San José's requirements, and other local, state, and federal requirement.

- The project will comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José zoning ordinance requirement for keeping adjacent streets free of dirt and mud during construction. The following specific measures will be implemented to prevent storm water pollution and minimize potential sedimentation during construction.

  - restrict grading to the dry season or meet City requirements for grading during the rainy season;
  - using Best Management Practices to retain sediment on the project site;
  - burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains;
  - providing temporary cover of disturbed surfaces to help control erosion during construction;
  - provide permanent cover to stabilize the disturbed surfaces after construction has been completed;
  - the project will comply with the City of San José's NPDES Permit requirements, the City's ordinances and policies related to storm water management, the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity, and other applicable local, state, and federal requirements.

3. Conclusion

With the implementation of the mitigation measures above, the proposed project will not result in significant hydrology or water quality impacts. **(Less Than Significant Impact with Mitigation)**

I. LAND USE

1. Setting

The project site is currently developed with the existing Evergreen Branch Library. As described previously, there is a one-story building, surface parking lot and landscaping on the site.

Land uses that surround the site are shown on Figure 3. The site is located within a developed urban area along the north side of Aborn Road. Aborn Park is located to the north, residential uses to the west, a church and residential uses to the south across Aborn Road, and Thompson Creek to the east.

2. Environmental Checklist and Discussion

LAND USE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Physically divide an established community?	☐	☐	☒	☐	☐	1,2
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐	1,2,3
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	☐	1,2

Discussion: The project does not propose to change the land use on the site. The proposed redevelopment of the Evergreen Branch Library is compatible with the City of San José General Plan land use designation of *Public/Quasi-Public* for the site. As discussed in *Section V. D. Biological Resources,* while the project does not propose the maximum riparian corridor setback, the project is consistent with the City's Riparian Corridor Policy based on the recommendation of the riparian corridor survey report that was prepared for this project. The project does not conflict with any applicable land use plan, policy, adopted habitat or other conservation plan.

The proposed project will be compatible with the surrounding land uses, and will be designed and constructed to minimize impacts to these adjacent land uses. For these reasons, the project will not result in significant land use compatibility impacts.

3. Conclusion

The proposed project is consistent with applicable land use plans and policies and will not result in any significant environmental impacts associated with the proposed land uses. **(Less Than Significant Impact)**

J. MINERAL RESOURCES

1. Setting

The project site is within a developed urban area. It does not contain any known or designated mineral resources.

2. Environmental Checklist and Discussion

MINERAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐	1
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐	1

Discussion: Development on the site will not impact any know or designated mineral resources.

3. Conclusion

The project will not result in a significant impact from the loss of availability of a known mineral resource. **(No Impact)**

K. NOISE

The following discussion is based upon an environmental noise assessment prepared by *Illingworth & Rodkin, Inc* .in October 2003, (refer to Appendix C of this Initial Study).

1. Setting

The project site is currently developed with the existing Evergreen Branch Library. As described previously, there is a one-story building, surface parking lot and landscaping on the site. The site is located within a developed urban area along the north side of Aborn Road. Aborn Park is located to the north, residential uses to the west, a church and residential uses to the south across Aborn Road, and Thompson Creek to the east.

The project site is exposed to noise primarily from traffic on Aborn Road. Aborn Road is a six-lane arterial street. Aircraft also pass over the site to and from Reid-Hillview Airport to the north. The Santa Clara Department of Roads and Airports has recently completed an Federal Aviation Regulations (FAR) *Part 150 Noise Compatibility Study* for the Reid-Hillview Airport.[6] The study contains existing and future noise exposure contours for the airport. The noise exposure contours indicate that the Evergreen Library site is currently outside of the 60 CNEL[7] noise exposure contour for airport activity and will remain outside the 60 CNEL noise exposure contour whether or not additional noise mitigation measures are implemented at Reid-Hillview Airport.

The nearest existing noise sensitive receptors to the project site are four single-family homes which back up to the site along Renfield Way. There is an existing wood fence between these homes and the project site. However, this wood fence is relatively in poor condition, and because of the many cracks and gaps in the fence, does not act as an effective sound barrier.

To quantify noise levels on the site, measurements were made at two distances from Aborn Road behind the homes on Renfield Way. The first measurement was made at a distance of 110 feet from the centerline of Aborn Road at the approximate setback of the proposed library building. The second measurement was made at a distance of 260 feet from the centerline of Aborn Road outside of the existing residence farthest from Aborn Road and exposed to the lowest background noise levels. The average noise level, at the measurement location closest to Aborn Road was 65 decibels (dB) between 2:00 and 3:00 PM. Maximum noise levels reached 76 dBA[8], and the background noise level, was about 55 dBA. Further from Aborn Road at the second measurement location, the average noise level was 57 dBA with maximum noise levels up to 70 dBA. The background noise level (L90) was 50 dBA. The noise levels at both these sites are fairly high. The equivalent Ldn[9] at these locations is in the range of 65 to 70 dB at 110 feet from Aborn Road and 60 to 65 dB at the second location.

[6] Reid-Hillview Airport FAR Part 150 Study prepared under Federal Aviation Regulations Part 150, Noise Compatibility Program 2002, Harris Miller Miller & Hanson, Inc.
[7] CNEL is Community Noise Equivalent Level. The State's Airport Noise Standards identify the 65 CNEL contour for aircraft operations at an airport as the Noise Impact Boundary.
[8] dBA is a method of characterizing sound, where the scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.
[9] The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 PM and 7:00 AM.

2. Environmental Checklist and Discussion

NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project result in:						
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	☐	1,14
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐	1,14
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐	1,14
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐	1,14
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐	1,14
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐	1,14

Discussion: The project proposes to demolish of the existing library and the construct a new City of San José branch library and a parking lot (refer to Figure 4). The library will serve the normal functions of a library. These activities will all take place indoors.

Noise Impacts to the Project

Existing Noise Levels

The existing Ldn on the site for the library is in the range of 65 to 70 dBA. The "satisfactory" level for a library is an Ldn of 60 dB. There is a potential for interior noise levels to be high if the windows are able to open for ventilation.

Impact: The site for the library is exposed to noise levels exceeding those normally considered satisfactory for the intended use according to the City's Noise Element of the General Plan.

Mitigation: The project will incorporate noise control measures in the design of the library building. A complete forced air and air conditioning system will be included so that windows may be kept closed to control traffic noise intrusion. Operable windows and doors should be minimized facing Aborn Road. An acoustical consultant will participate in the design of the library building and a detailed analysis during the project design phase will be conducted so that the building's design incorporates treatments necessary to minimize noise intrusion in noise sensitive areas.

Vehicle Traffic

According to the traffic analysis completed for the project, the traffic to and from the proposed library will not increase noise levels along any of the streets serving the site by more than one-half (0.5) decibel. This is an insignificant increase and not detectable by the human ear. Therefore, the project-generated traffic will not cause a substantial increase in noise levels in the area (refer to Appendix D).

Noise Impacts from the Project

The parking lot will be separated from the property line of the single-family residential development to the west by a planting strip. The sound of engines starting, doors slamming, and people talking in the parking lot will be expected to reach maximum levels of 55 to 65 dBA on occasion in the center of the backyards. While this is typical of existing maximum noise levels in the area, the parking lot will represent a new noise source directly behind these existing residences, because currently the parking lot is located on the opposite side of the library building away from the residences. If the existing fence were solid and in good condition, noise levels will be expected to be reduced by 5 to 10 dBA, significantly reducing the noise generated by activity in the adjacent parking lot.

Impact: Parking lot activity could result in increased noise levels in the rear yards of the adjacent single-family residential development to the west.

Mitigation: The fence behind the residences to the west shall repaired to seal all cracks or gaps in the fence or at the base, if this is not feasible then the fence shall be rebuilt to a solid 6-1/2 to 7-foot high wood fence, such that there are no cracks or gaps in the fence or at the base. This measure will significantly reduce the noise generated by activity in the adjacent parking lot.

Air Ventilation Equipment

It is anticipated that the library building will be fully air conditioned and that there will be heating, ventilating, and air conditioning units. The noise from this equipment, if not designed and located correctly, could exceed the 55 Ldn standard at the adjacent property line.

Impact: Noise from heating, ventilating, and air conditioning equipment for the library could exceed the 55 Ldn exterior noise standard at the common residential property boundary. This could result in a significant noise impact upon adjacent residences.

Mitigation: If rooftop-mounted mechanical equipment is used, it shall be shielded from the adjacent residential development utilizing rooftop screens or perimeter parapet wall and noise control baffles, sound attenuators, or enclosures in order to reduce noise levels.

Short-Term Construction Impacts

Construction of the project will generate noise and will temporarily increase noise levels at adjacent receptors. Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, timing, duration of each noise-generating activity, and the distance between construction noise sources and noise-sensitive receptors. Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. The highest maximum noise levels generated by project construction will typically range from about 90-98 dBA at a distance of 50 feet from the noise source. Typical hourly average noise levels are about 81-89 dBA measured at a distance of 50 feet from the site during busy construction periods. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and the receptor. While these are expected to be the worst case noise levels, during the vase majority of time, the noise levels will be expected to be 20 dBA or more lower. However, hourly average noise levels could exceed 60 dBA during some periods of construction. Given the proximity of sensitive receptors surrounding the site, construction noise has the potential to impact the surrounding land uses.

Impact: Noise-generating activities associated with the construction of the proposed project will temporarily elevate noise levels at noise sensitive receptors adjacent to the project site.

Mitigation: The project includes the following mitigation measures, to reduce the potential noise disturbance to adjacent land uses to a less than significant level:

- Limit construction to hours of 7:00 AM to 7:00 PM on Monday through Friday, with no noise generating construction activities on Saturdays, Sundays or holidays. Construction activities with low noise levels could occur on Saturdays, Sundays or holidays with approval from the Director of Public Works.

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

- Control noise from construction workers' radios to the point where they are not audible at existing residences bordering the project site.

- Notify adjacent residents to the project site of the construction schedule.

- Designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City should be responsible for designating a noise disturbance coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices).

3. Conclusion

With the implementation of the mitigation measures above, the proposed project will not result in significant noise impacts. **(Less Than Significant Impact with Mitigation)**

L. POPULATION AND HOUSING

1. Setting

According to the Association of Bay Area Governments' (ABAG) *Projections 2002*, within the City of San José's Sphere of Influence, the population for 2000 was 941,998 with 291,370 households. For 2025, the projected population is 1,149,300 with 360,710 households. The average number of persons per household in San José in 2000 was 3.19, an average which is projected to decrease slightly to 3.15 by the year 2025. The proposed project is located in Council District 8. The District's population for 2002 was approximately 100,600.

2. Environmental Checklist and Discussion

POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐	1
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1

Discussion: The proposed new Evergreen Branch Library is intended to serve residents of the general site area. The proposed project does not propose any housing development. The proposed project will not induce population or job growth or displace either housing or persons.

3. Conclusion

The proposed redevelopment and expansion of the Evergreen Branch Library will not result in impacts on population and housing in the City or region. **(No Impact)**

M. PUBLIC SERVICES

1. Setting

Fire Service

Fire protection to the project site is provided by the San José Fire Department (SJFD), which serves a population of approximately 940,000 and an incorporated area of 176 square miles. The SJPD responds to all fires, hazardous materials spills, and medical emergencies (including injury accidents) in the project area. It is the SJFD's goal to not exceed four minutes for the "first response" and six minutes for the "second response" times.

The closest fire station to the site is Station No. 24, located at 2525 Aborn Road, approximately 0.2 miles west of the site. In 2002, this station responded to 1,698 calls including 1,348 medical emergencies, 111 fires, and 238 other emergencies.

Police Station

Police protection services are provided to the project site by the City of San José Police Department (SJPD). Officers patrolling the project area are dispatched from police headquarters, located at 201 West Mission Street. The SJPD presently consists of approximately 1,411 sworn officers and 402 civilian personnel.

The SJPD consists of 83 beats. Each beat is assigned to one of 16 Districts. The beats are identified with a number and the Districts are identified with a letter. The project site is located in District P, Beat 4 of the SJPD's service area. In 2002, District P had a total 1,702 crimes. Of the 1,702 crimes, Beat 4 had 368 crimes. The most frequent crimes in Beat 4 included missing juvenile (37), traffic accident non-injury (28), and aggravated assault (28).

Schools

The project site is located in the Evergreen School District. The nearest school is Holly Oak Elementary School which is located at 2995 Rossmore Way, approximately 0.4 miles north of the site. Holly Oak Elementary School has 804 enrolled students in kindergarten through sixth grade.[10] Quimby Oak Middle School is located at 3190 Quimby Road, approximately 0.9 miles southwest of the site. Quimby Oak Middle School has approximately 1,150 enrolled students in grades six through eight.[11]

Parks

The project site is located adjacent to Aborn Park (refer to Figure 3). The project site is located in Council District 8, which has 15 neighborhood parks including Aborn Park, a community center and recreational trails.

[10] Kathy Gomez. "Re: enrollment." E-mail to the Principal of Holly Oak Elementary School. October 6 2003.
[11] Clara Bueno. Evergreen School District. Personal Communication. October 6 2003

2. Environmental Checklist and Discussion

PUBLIC SERVICES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	☐	☐	☐	☒	☐	1
Police Protection?	☐	☐	☐	☒	☐	1
Schools?	☐	☐	☐	☒	☐	1
Parks?	☐	☐	☐	☒	☐	1
Other Public Facilities?	☐	☐	☐	☐	☒	1

Discussion: The proposed project will not impact school activities or park uses. Because the project does not propose a new use in a new location, the project is unlikely to substantially increase the demand for public services, including fire and police protection, or to require construction or expansion of public facilities. The project will be constructed in conformance with current codes, including features that will reduce potential fire hazards.

The project will provide additional services for adults, teens and children in the neighborhood. Some of these services include technology training, storytelling, group study areas, and community meeting facilities. The project will provide a larger library that will be able to serve the future service area population of approximately 46,864 in the year 2020. The smaller, existing Evergreen Branch Library will not be able to meet the future needs of the community.[12] Therefore, the new branch library will result in a beneficial impact on public library facilities and service. While the new Evergreen Branch Library is under construction, the Hillview, East Side and Alum Rock Branch libraries will serve the neighborhood.

3. Conclusion

The project will not result in substantial adverse physical impacts associated with a need for new government facilities in order to maintain acceptable levels of service or to the performance objectives for public services. **(Less Than Significant Impact)**

[12] *City of San José. Public Library Branch Facilities Master Plan*, September 2000.

N. RECREATION

1. Setting

The City of San José provides parklands, open space, and community facilities for public recreation and community services. Park and recreation facilities vary in size, use and type of service and provide for regional and neighborhood uses. The project is located in Council District 8, which has 15 neighborhood parks, a community center, and recreational trails, including the Silver Creek/Thompson Creek Trail, Fowler Trail and the Bay Ridge trail. The site is bounded by Aborn Park, approximately 3.1-acres in size, to the north. Currently, the project site is developed with an existing branch library and surface parking.

2. Environmental Checklist and Discussion

RECREATION						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☐	1
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐	1

Discussion: The proposed Evergreen Branch Library will create recreational facilities for the neighborhood community by incorporating a teen center, a children's storytelling area, and community rooms for community member socializing within the library.

Employees and customers of the library may use other recreation facilities in the area, but are unlikely to cause significant physical deterioration to these facilities. By increasing the size of the Evergreen Branch Library, the project will likely increase the amount of visitors to the site. Some of these additional visitors may use Aborn Park or other facilities near the site. This increased usage may be noticeable, but is not anticipated to impact or cause deterioration or overcrowding, at any of the nearby recreational facilities.

3. Conclusion

The proposed project will not result in significant impacts on the environment as a result of the use of recreational facilities. **(Less Than Significant Impact)**

O. TRANSPORTATION

The following discussion is based upon a Transportation Impact Analysis prepared by *Hexagon Transportation Consultants* in October 2003, (refer to Appendix D of this Initial Study).

1. Setting

Roadway Network

Local access to the site is provided by the following roadways.

Capitol Expressway is a limited-access divided expressway that extends in an arc from I-680 in the north, where it becomes San Antonio Avenue, through the Evergreen area to Almaden Expressway in the south, where it becomes Hillsdale Avenue. In the vicinity of the project site, Capitol Expressway is aligned in a north-south orientation with three mixed-flow lanes, one high-occupancy vehicle (HOV) lane and a bike lane in each direction of travel. The HOV lanes are provided only during the AM and PM commute hours during non-commute hours these lanes are available for general use. The posted speed limit is 45 miles per hour (mph).

White Road is a north-south arterial street that extends from Penitencia Creek Road to Aborn Road. South of Aborn Road, White Road becomes San Felipe Road. White Road has four lanes north of Stevens Lane and six lanes south of Stevens Lane. The posted speed limit is 40 mph. Bike lanes are provided between Ocala Avenue and Aborn Road. The adjacent land uses include a mixture of residential and commercial uses. On-street parking is permitted only on segments fronted by residential uses.

Aborn Road is an east-west arterial street that extends from King Road/Silver Creek Road to the foothills. West of Kettmann Road, Aborn Road has three lanes and a bike lane in each direction with a raised median. East of Kettmann Road, Aborn Road narrows to a four-lane road and then widens to a six-lane road again at White Road/San Felipe Road. The posted speed limit is 40 mph. Aborn Road provides right-turn only access to the existing Evergreen Branch Library. The proposed project will have full access to and from Aborn Road via a driveway directly opposite Kettmann Road.

Existing Transit Service

Existing transit service within the study area is provided by the Santa Clara Valley Transportation Authority (VTA). The existing library is served by bus route 31, which runs along Aborn Road. Bus routes 30 and 70 also provide service within the study area.

Existing Bicycle and Pedestrian Facilities

Bike lanes are provided on White Road, San Felipe Road, and Nieman Boulevard. The segment of Aborn Road west of White Road/San Felipe Road also has bike lanes. In addition, Aborn Road is a designated bike route east of White Road/San Felipe Road. Streets designated as bike routes are rated according to the following three categories: extreme caution, alert, and moderate. Aborn Road is classified in the alert category due to the moderate traffic volumes, moderate speeds, and medium-width travel area for bicycles. Although not specifically designated as bike routes, most neighborhood streets including

Kettmann Road also are suitable for bicycle travel due to the low traffic volumes and low vehicle speeds.

Pedestrian facilities in the study area consist primarily of sidewalks and pedestrian crosswalks with push buttons at intersections. With the exception of Capitol Expressway, sidewalks are found along all of the previously described roadways in the study area.

Existing Intersection Level of Service

Traffic conditions at the study intersections were analyzed for the typical weekday PM peak hour of traffic. Although the precise time of the peak hour varies somewhat from day to day and from one location to another, the PM peak hour typically occurs between 4:00 and 6:00 PM. It is during this period that the highest traffic volumes and the most congested traffic conditions occur on an average day. Traffic conditions during the AM peak hour were not evaluated because the library will not be open at that time.

Traffic conditions at the study intersections were evaluated using the Level of Service (LOS) methodology. Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

City of San José Evergreen Development Policy Intersections

All of the study intersections are located within the Evergreen area of San José, and are therefore subject to the Evergreen Development Policy. The policy limits residential and commercial growth to reduce traffic impacts in the area. The LOS methodology within the Evergreen area is SJ91. The City of San José originally developed the SJ91 methodology, and Evergreen is the only planning area within San José still using this method of intersection analysis. SJ91 evaluates signalized intersection operations using the combined ratios of volume to capacity (V/C) for the critical movements[13] at the intersection. The V/C ratio is correlated to LOS as shown in Table 2.

Congestion Management Plan Intersections

The intersection of Capitol Expressway and Nieman Boulevard is identified as a regional intersection in the Santa Clara County Congestion Management Plan (CMP). This intersection was evaluated against the standards of both the City of San José and the County CMP. The CMP level of service methodology is TRAFFIX, which is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. The CMP level of service standard for signalized intersections is LOS E or better.

[13] Critical movements are those roadway approaches and land directions serving the prevailing traffic movements.

Table 2: Intersection Level of Service Definitions Based on V/C Ratio		
Level of Service	**Description**	**Volume-to-Capacity (V/C) Ratio**
A	Uncongested operations. All queues clear in single cycle.	Less than 0.600
B	Very light congestion. An occasional approach phase is fully utilized.	0.600 – 0.699
C	Light congestion. Occasional backups on critical approaches.	0.700 – 0.799
D	Significant congestion on critical approaches, but the intersection is functional. Cars are required to wait through more than one cycle during short peaks. No long-standing queues are formed.	0.800 – 0.899
E	Severe congestion with some long-standing queues on critical approaches. Blockage of the intersection may occur if the traffic signal does not provide for protected turning movements. Traffic queues may block nearby intersection(s) upstream of the critical approach(es).	0.900 – 0.999
F	Total breakdown with stop-and-go operation.	1.000 and Greater

City of San José Evergreen Development Policy Intersection Analysis

All of the study intersections currently operate at an acceptable level of service (LOS D or better) according to the City of San José standards. The LOS results for the Evergreen Development Policy intersections under existing conditions are summarized in Table 3.

Table 3: Existing Intersection Levels of Service Evergreen Development Policy Analysis			
Intersection	**Peak Hour**	**V/C**	**LOS**
Capitol Expressway and Nieman Boulevard	PM	0.409	A
Aborn Road and Nieman Boulevard	PM	0.577	A
Aborn Road and Kettmann Road	PM	0.712	C
Aborn Road and White Road/San Felipe Road	PM	0.631	B
White Road and Stevens Lane	PM	0.439	A
White Road and Quimby Road	PM	0.755	C

CMP Intersection Analysis

The LOS results under existing conditions for the CMP study intersection is shown in Table 4. Measured against the CMP standards, the intersection of Capitol Expressway and Nieman Boulevard currently operates at an acceptable level (LOS C) during the PM peak hour.

Table 4: Existing Intersection Levels of Service CMP Analysis			
Intersection	**Peak Hour**	**Ave. Delay**	**LOS**
Capitol Expressway and Nieman Boulevard	PM	21.4	C

Background Conditions

The following discussion describes background conditions in the project area. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from the existing traffic counts, plus traffic generated by other approved but not yet constructed developments in the vicinity of the site.

It is assumed in this analysis that the transportation network under background conditions, including bicycle and pedestrian facilities, transit service, roadways and intersection lane configurations, will be unchanged from existing conditions.

City of San José Evergreen Development Policy Intersection Analysis

The results of the LOS analysis under background conditions are summarized in Table 5. All of the study intersections will operate at an acceptable level of service (LOS D or better) according to City of San José standards.

Table 5: Background Intersection LOS
Evergreen Development Policy Analysis

Intersection	Peak Hour	Existing		Background	
		V/C	LOS	V/C	LOS
Capitol Expressway and Nieman Boulevard	PM	0.409	A	0.435	A
Aborn Road and Nieman Boulevard	PM	0.577	A	0.662	B
Aborn Road and Kettmann Road	PM	0.712	C	0.800	D
Aborn Road and White Road/San Felipe Road	PM	0.631	B	0.731	C
White Road and Stevens Lane	PM	0.439	A	0.532	A
White Road and Quimby Road	PM	0.755	C	0.859	D

CMP Intersection Analysis

The LOS results under background conditions for the CMP study intersection is summarized in Table 6. Measured against the CMP standards, the intersection of Capitol Expressway and Nieman Boulevard will continue to operate at an acceptable level (LOS C) during the PM peak hour.

Table 6: Background Intersection Levels of Service
CMP Analysis

Intersection	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
Capitol Expressway and Nieman Boulevard	PM	21.4	C	21.8	C

2. Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☐	☐	☒	☐	☐	1,15
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	☐	1,15
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐	1,15
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	☐	1,15
5) Result in inadequate emergency access?	☐	☐	☐	☒	☐	1,15
6) Result in inadequate parking capacity?	☐	☐	☒	☐	☐	3,15
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒	☒	1,15

Discussion: For this analysis there are two sets of relevant criteria for evaluating traffic impacts at intersections: the Evergreen Development Policy LOS standards and the CMP LOS standards.

Evergreen Development Policy Definition of Significant Intersection Impacts

For non-residential projects, the project will create a significant adverse impact on traffic conditions at a signalized intersection in the Evergreen Development Policy area if for either peak hour:

- The LOS at the intersection degrades one or more letter grades from background to project conditions; or

- The LOS at the intersection is an unacceptable LOS E or F under background conditions, and the addition of project trips causes the critical-movement volume at the intersection to increase by one-half percent (0.5) or more.

CMP Definition of Significant Intersection Impacts

The project will create a significant adverse impact on traffic conditions at a CMP intersection if for either peak hour:

- The LOS at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or

- The LOS at the intersection is an unacceptable LOS F under background conditions, and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more.

Project Trip Estimates

The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the weekday PM peak hour. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips will travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

The trips generated by the existing Evergreen Branch Library were surveyed on Thursday, July 31, 2003 from 4:00 to 6:00 PM. The trip generation survey consisted of a count of the number of entering and exiting vehicles and deriving the hourly trip generation rate.

Existing Library

The existing Evergreen Branch Library generated 191 vehicle trips during the peak hour. This equates to a rate of 25.64 peak-hour vehicle trips per 1,000 square feet (sf). The observed trip rate is higher than the average trip rates obtained from the *ITE Trip Generation* manual (7.09 vehicle trips per 1,000 sf. in the PM peak hour of adjacent street traffic). Trip generation surveys also were conducted at four other branch libraries in San José. The observed PM peak-hour trip rates at the other branches in San José range from a low of 5.88 trips per 1,000 sf. at the Rosegarden Branch Library to 22.73 trips per 1,000 sf. at the Santa Teresa Branch Library. The existing Evergreen Branch Library generates more peak-hour vehicle trips per 1,000 sf than the other branches because of the large neighborhood this branch currently serves.

The daily traffic generated by the existing library was extrapolated from the observed peak-hour trips. A comparison of library trip rates published in the *ITE Trip Generation* manual shows that the total number of daily trips on a weekday typically equals approximately 10 times the number of PM peak-hour trips on a weekday. Given the number of hours during which the Evergreen Branch Library is open, it is assumed that the same relationship between

daily and peak-hour trips occurs at the Evergreen Branch Library. Thus, the existing library is estimated to generate approximately 1,910 vehicle trips on an average weekday.

Proposed Library

The library trip surveys published in the *ITE Trip Generation* manual indicate that PM peak-hour trip generation rates tend to decrease as the size of the facility increases (i.e., a large library does not generate the same number of trips per 1,000 sf as a smaller facility does). Furthermore, the planned expansions of the Alum Rock Library and the Hillview Branch Library, and the planned construction of two new branches in the Evergreen area will alleviate the current overcrowding experienced at the Evergreen Branch Library. Thus, it is unlikely that the expanded Evergreen Branch Library will continue to generate traffic at the same rate as the existing library. Nevertheless, to be conservative, the traffic generated by the proposed expansion of the Evergreen Branch Library was estimated using the trip rate observed at the existing 7,448-sf facility. Using this trip rate, the proposed 20,000-s.f. library will generate up to 513 PM peak-hour trips on a typical weekday. As under existing conditions, it is assumed that total daily traffic generated by the proposed library on a typical weekday will equal 10 times the number of PM peak-hour trips, for a gross daily total of approximately 5,128 daily trips.

The daily and peak-hour vehicle trips generated by the Evergreen Branch Library under existing conditions and with the proposed expansion are shown in Table 7. The proposed project could generate a net increase of 3,218 daily vehicle trips including 322 trips during the PM peak hour on an average weekday.

The above net project trip estimates include pass-by trips and diverted trips. Pass-by trips are trips that already pass directly by the project site and upon completion of the project will stop at the project site while en route to their ultimate destination. Diverted trips are trips that pass through the study area but not directly by the project site and upon completion of the project, will divert from their previous route in order to make an intermediate stop at the project site before continuing on to their ultimate destination.

The proportion of pass-by and diverted trips generated by the proposed project was estimated based on data obtained from the *San Diego Traffic Generators* manual. For libraries, this publication states that pass-by and diverted trips comprise an average of 12% and 44% of the site-generated traffic, respectively. The remaining 44% are classified as primary trips, which represent new trips on the roadway network.

Table 7: Trip Generation							
Use	Size s.f.	Daily		PM Peak Hour			
		Rate[1]	Trips	Rate*	In	Out	Total
Proposed Library	20,000	256.4	5,128	25.64	226	287	513
Existing Library	7,448	256.4	(1,910)	25.64	(84)	(107)	(191)
Net Trip Generation[2]			3,218		142	180	322
Pass-By Trips[3] (12%)			(386)		(17)	(22)	(39)
Diverted Trips[3] (44%)			(1,416)		(62)	(79)	(141)
Primary Trips (44%)			1,416		63	79	142

1 Per 1,000 square feet.
2 Net project traffic is equal to the total traffic of the proposed use minus the existing use.
3 Pass-by and diverted trip reduction per *San Diego Traffic Generators.*
Source: Evergreen Branch Library Survey, Thursday, 7/31/2003 4-6 PM

Trip Distribution and Assignment

The project trip distribution pattern was estimated based on existing travel patterns in the area, the locations of complementary land uses, and the locations of other branch libraries. Currently, the Evergreen area is served by the following three existing libraries: the Evergreen Library, the Hillview Library and the Alum Rock Library (a Santa Clara County Branch). As described above and in the *San José Public Library Branch Facilities Master Plan,* each of these existing libraries will be expanded, and two new libraries will be constructed in the Evergreen area. The new Tully Road Branch Library, located at Tully Road and Lucretia Avenue, is currently under construction and scheduled for completion in 2004. A new Southeast Branch Library is planned for completion in 2010. Therefore, the neighborhood "service area" of the proposed Evergreen Branch Library will be reduced by the construction of these new branches.

The estimated project trip distribution pattern reflects the new service area of the Evergreen Branch Library upon its scheduled completion. The peak-hour trips generated by the proposed project were assigned to the roadway system in accordance with the trip distribution pattern discussed above.

The directions of approach and departure of pass-by and diverted project trips were estimated based on the existing travel patterns in the area. Pass-by trips already travel by the project site on Aborn Road and thus represent new trips at only one study intersection, Aborn Road and Kettmann Road.

Project Intersection Level of Service

City of San José Evergreen Development Policy Intersection Analysis

The intersection LOS results under project conditions are summarized in Table 8. The results show that none of the study intersections will be significantly impacted by the project, according to the Evergreen Development Policy LOS standards for signalized intersections.

Table 8: Project Intersection LOS Evergreen Development Policy Analysis						
Intersection	**Peak Hour**	**Background**		**Project**		
		V/C	**LOS**	**V/C**	**LOS**	**% Incr. in Crit. Vol.**
Capitol Expressway and Nieman Boulevard	PM	0.435	A	0.438	A	0.49
Aborn Road and Nieman Boulevard	PM	0.662	B	0.681	B	1.57
Aborn Road and Kettmann Road	PM	0.800	D	0.893	D	4.93
Aborn Road and White Road/San Felipe Road	PM	0.731	C	0.757	C	3.01
White Road and Stevens Lane	PM	0.532	A	0.551	A	4.02
White Road and Quimby Road	PM	0.859	D	0.865	D	0.41

CMP Intersection Analysis

The LOS results under project conditions for the CMP study intersection is summarized in Table 9. Measured against the CMP standards, the intersection of Capitol Expressway and Nieman Boulevard will continue to operate at an acceptable level (LOS C) during the PM peak hour. Therefore, the project will not significantly impact this intersection.

Table 9: Project Intersection LOS Evergreen Development Policy Analysis							
Intersection	**Peak Hour**	**Background**		**Project**			
		Ave. Delay	**LOS**	**Ave. Delay**	**LOS**	**% Incr. in Crit. Delay**	**Incr. in Crit. V/C**
Capitol Expressway and Nieman Boulevard	PM	21.8	C	22.1	C	0.2	0.003

Bicycle, Pedestrian and Transit Facilities

The increase in pedestrian and bicycle traffic generated by the proposed project was calculated based on the net increase in vehicle trips generated by the project as well as the vehicle occupancy and mode split observed at the other branch libraries in San José. The project is estimated to generate a net increase of 347 additional vehicle trips during the PM peak hour. It is estimated that the average vehicle occupancy at the Evergreen Branch Library will be 1.8 persons per vehicle trip with trips distributed among the following travel modes: private vehicle(90%), walk (9%), and bike (1%).

Thus, it is estimated that the proposed project will generate approximately 52 additional pedestrian trips (322 x 1.8 x 0.09) and 6 additional bicycle trips (322 x 1.8 x 0.01) during the PM peak hour. The existing pedestrian and bicycle facilities are sufficient to accommodate the additional demand generated by the project.

Based on the surveys conducted at other branch libraries in San José, it is concluded that the proposed project will generate few transit patrons and will result in an insignificant impact on transit service.

Parking

The proposed project site will contain a surface parking lot with 84 spaces including two motorcycle spaces. The adequacy of the proposed project parking was evaluated based on the parking demand generated by the existing Evergreen Branch Library. Parking conditions were analyzed for a typical weekday and a typical Saturday.

Parking occupancy surveys were conducted on Wednesday, July 30, 2003 from 9:00 AM to 12:00 PM and 4:00 PM – 6:00 PM on Saturday, August 2, 2003 from 9:00 AM to 6:00 PM. The number of vehicles in the library parking lot were counted every 30 minutes.

Existing Conditions

The existing Evergreen Branch Library generated the greatest parking demand on the weekday at 4:00 PM. At this time, 56 vehicles occupied the library parking lot, including vehicles parked in unmarked areas. The on-street parking spaces on the south side of Aborn Road were not used by library patrons. The observed peak parking demand equates to a rate of 7.52 occupied spaces per 1,000 sf. On Saturday, the library generated a peak of 47 occupied parking spaces, which equates to a rate of 6.31 occupied spaces per 1,000 sf.

Proposed Project Parking Estimates

The planned expansions of the other existing branch libraries and the planned construction of new branch libraries will result in a nearly five-fold increase in the amount of library space per capita within the Evergreen area compared to what currently exists at the existing Evergreen Branch Library and in the neighborhood service area. Thus, it is unlikely that the expanded Evergreen Branch Library will continue to generate parking demand at the same rate per square foot as the existing library. Nevertheless, to be conservative, the peak parking demand generated by the new library was estimated based on the proposed building size using the parking generation rate observed at the existing library. Using this rate, the proposed library will generate a peak of 150 occupied parking spaces on weekdays and 126 occupied parking spaces on a Saturday.

Project Parking Impacts

The parking demand generated by the proposed project could exceed the proposed off-street parking on site by up to 66 vehicles during the peak hour on a weekday and by up to 42 vehicles during the peak hour on a Saturday. Vehicles in excess of the planned off-street library parking will seek to use the nearest available off-site parking spaces.

Within walking distance (one-quarter mile) of the proposed library entrance, there are a total of approximately 390 on-street parking spaces, including 30 spaces on the south side of Aborn Road, 35 spaces on Aborn Court, 210 spaces on the residential streets south of Aborn Road and 115 spaces on the residential streets north of Aborn Road. It is estimated that during the library's peak hours, approximately 290 vehicles occupy the on-street parking spaces within this area. Thus, approximately 100 on-street parking spaces will be available for use by library patrons within walking distance of the proposed project.

In addition to the on-street parking, there are several privately-owned parking lots within walking distance of the library. Off-street parking facilities within one-quarter mile of the library include the Grace Lutheran Church lot on the southeast corner of the Aborn/Kettmann

intersection, the Save Mart shopping center lot at the northwest corner of the Aborn/White intersection, and the Social Security Administration/strip commercial parking lot at the southwest corner of the Aborn/White intersection. At the discretion of the property owners, spaces in these lots may be made available for use by library patrons.

Even without the use of privately-owned parking lots, the planned on-site parking (84 spaces) plus the available on-street parking (100 spaces) will satisfy the estimated peak-hour library parking demand (150 spaces on a weekday and 126 spaces on a Saturday). Thus, it is concluded that the project will not result in safety or circulation problems due to illegal parking within the project site or on the adjacent streets. In addition, the proposed project will also comply with the City of San José Zoning Code parking requirements.

Sidewalks are available to facilitate safe travel between the project site and the on-street parking areas. Although it is not considered a significant impact, it should be noted that the local residential streets within walking distance of the proposed library are expected to have parking occupancy rates at or near capacity due to the excess parking demand generated by the proposed project.

Site Access

The project site will have vehicular access via a single full-access driveway on Aborn Road. The driveway will form the north leg of what will then be a four-legged intersection at Aborn Road and Kettmann Road.

The site plan indicates that the driveway will have a single lane in each direction. However, in order to maintain satisfactory operation of the intersection as reported in the above sections, it is necessary that the driveway have three lanes—one inbound and two outbound lanes. This intersection is currently signalized and will continue as such, though signal modifications will be needed as part of the provision for site access.

The project includes pedestrian walkways to both Aborn Road and Renfield Way. The proposed access will not result in circulation impacts or safety concerns.

3. Conclusion

The proposed project will not result substantial additional peak hour traffic in the area or result in significant impacts to the transportation system. **(Less Than Significant Impact)**

P. UTILITIES AND SERVICE SYSTEMS

1. Setting

Water service to the site is supplied by the San José Municipal Water. The site has a 12-inch water line along Aborn Road.

Storm drainage lines in the area are provided and maintained by the City of San José. The site is serviced by six-inch and ten-inch storm drain lines along Aborn Road.

Sanitary sewer lines in the area are also owned and maintained by the City of San José. The site is serviced by 42 to 72-inch sewer lines along Aborn Drive.

Solid waste and recycling collection services for the site is provided by the Green Team of San José. San José has a contract with Newby Island Landfill which extends until the year 2019. The City of San José disposes of approximately 250,000 tons of residential garbage per year at Newby Island Landfill.

Natural gas and electric service is provided to the site by Pacific Gas and Electric.

2. Environmental Checklist and Discussion

UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐	1
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐	1
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐	1
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	☐	1

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐	1
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐	1
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐	1

Discussion: The larger library facilty may incrementally increase the water demand on the site. However, overall the water demand for the proposed project will be similar to that of the existing Evergreen Branch Library. The project's water demand will be met through water conservation programs as well as supplemental imported water supplies during future droughts. The SCVWD has also updated its water supply master plan in order to determine potential future water deficiencies and examine options for meeting these deficiencies, including the addition of local storage capacity for imported water supplies and wastewater reclamation. The proposed Evergreen Branch Library will have similar water demands as the existing library and will not increase demand beyond what is anticipated for the City's existing General Plan.

The proposed project will slightly increase the amount of impervious surfaces on the site and therefore, slightly increase the amount of runoff from the site (see discussion in *Section V. H. Hydrology*). The proposed library will generate similar sewage and waste as the existing library.

The waste generated by the proposed project will be minimized through the City's Integrated Waste Management Program.

The existing utility services have adequate capacity to accommodate the incremental increase in demand resulting from the new building and services on the site.

3. Conclusion

The project will not require new utility lines and will not exceed the capacity of existing utility systems. **(Less Than Significant Impact)**

Q. MANDATORY FINDINGS OF SIGNIFICANCE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐	1,2,12, 13
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	☐	1,2,5, 6,9,12, 13,15
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☐	1,2,5, 6,9,12, 13,15

Checklist Sources

1. CEQA Guidelines - Environmental Thresholds (Professional judgement and expertise and review of project plans)
2. City of San José 2020 General Plan
3. City of San José Zoning Ordinance
4. Santa Clara County Important Farmlands Map 2000
5. Bay Area Air Quality Management District CEQA Guidelines, 2001
6. Soil Conservation Service. *Soils of Santa Clara County*, June 1968
7. Cooper-Clark & Associates. Geotechnical Investigation City of San José's Sphere of Influences. Technical Report and Maps. 1974
8. Geomatrix Consultants, Inc. Evaluation of Liquefaction Potential in San José, California. Final Geotechnical Report. 1992
9. FEMA Flood Insurance Rate Maps, # 0603490020F, 1988
10. Holman & Associates. Archaeological Literature Search and Review. September 2003
11. Lowney Associates, Phase I Environmental Assessment, October 2003
12. H.T. Harvey & Associates. *Thompson Creek Riparian Survey.* September 2003
13. Hortscience. *Tree Impact Assessment*. October 2003
14. Illingworth & Rodkin, Inc. Environmental Noise Study. October 2003.
15. Hexagon Transportation Consultants. Transportation Analysis. October 2003

VI. REFERENCES

Bay Area Air Quality Management District CEQA Guidelines, 2001.

California Department of Conservation. *Important Farmlands Map of Santa Clara County.*

California Department of Conservation Division of Mines and Geology, Geologic Map of the San Francisco-San José Quadrangle, 1990.

City of San José. Department of Public Works, Engineering Services Division Infrastructure Section. *Sanitary Sewer System Map 2002*.

City of San José. Department of Public Works, Engineering Services Division Infrastructure Section. *Storm Sewer System Map 2000.*

City of San José. Public Library Branch Facilities Master Plan, September 2000.

City of San José. (Revisions). *San José 2020 General Plan.*

City of San José. *Zoning Ordinance.*

Cooper-Clark and Associates. *Geotechnical Investigation City of San José's Sphere of Influence*. Technical Report and Maps. 1974.

FEMA Flood Insurance Rate Maps, # 0603490020F, 1988.

Geomatrix Consultants, Inc. *Evaluation of Liquefaction Potential in San José, California*, Final Geotechnical Report. 1992.

Hexagon Transportation Consultants. *Transportation Impact Analysis*. October 2003.

Holman & Associates. *Archaeological Literature Search and Review, San José*. September 2003.

Hortscience, Inc. *Tree Impact Assessment*. October 2003.

H.T. Harvey & Associates. *Thompson Creek Riparian Survey.* September 2003.

Illingworth & Rodkin. *Environmental Noise Assessment*. October 2003.

Lowney Associates. *Phase I Environmental Site Assessment*, October 2003.

Soil Conservation Service. *Soils of Santa Clara County*, USDA. 1968.

Persons Contacted:

Kevyn Mei. San José Water Company. Personal Communication. October 1, 2003.

Bob Wilson. San José Municipal Water. Personal Communication. October 1, 2003.

Alan Decker. San José Library. Personal Communication. October 1, 2003.

VII. AUTHORS AND CONSULTANTS

Authors: **City of San José**
Ron Eddow, Senior Planner
Teresa Estrada, Planner II
John Baty, Planner II

Consultants: **David J. Powers & Associates**
Michelle Yesney, Principal
John Schwarz, Project Manager
Julie Mier, Assistant Project Manager
Tess Grotton, Graphic Artist

Hexagon Transportation Consultants
Gary Black, President
Michelle Hunt, Principal Associate

Holman & Associates
Miley Holman, Principal

Illingworth & Rodkin
Richard Illingworth, Principal

Lowney Associates
Mark Arniola